

將



藍



將藍·跨灣

Tunnelling the Link, Linking the Tunnel

設計概念

「將軍澳跨灣連接路」以藍色代表，「將軍澳－藍田隧道」則以綠色代表。多層的內圓象徵著兩個項目「環環相扣」，關係緊密。背景採用「象棋棋盤」為主題，展示出交通基建規劃與下象棋之間的相似性，兩者均需有策略地部署整體佈局，以取得勝利局面。

Design Concept

The blue color signifies “Cross Bay Link”, while the green color represents “Tseung Kwan O – Lam Tin Tunnel”. The design features multiple layers of circles, symbolizing “interconnectedness”. The background is inspired by a “Chinese Chessboard” theme, reflecting similarities between the planner and player. Both require strategic deployment of the overall layout to achieve a winning situation.

將

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將藍·跨灣

Tunnelling the Link, Linking the Tunnel



將藍公路 創建嶄新連繫

「將藍·跨灣」不僅是振奮人心的口號，也見證著將藍公路（由將軍澳—藍田隧道（將藍隧道）與將軍澳跨灣連接路（跨灣連接路）組合而成）開闢了一條由將軍澳通往九龍東及東區海底隧道的全新走廊。於早上繁忙時段，使用將藍公路往來日出康城和觀塘市中心的行車時間縮減了20分鐘，緩解了將軍澳隧道的交通壓力，更可推動區域發展。

將藍隧道取得不少的突破。項目是香港首條把部份的通風大樓設於岩洞內的隧道，經過先進地質模型驗證技術，在地底下埋設風扇以減少開挖量，並使用泥釘和進行斜坡工程。P2路低於地面，填海工程採用了開創性的雙水閘圍堰，既能有效控制泥沙擴散，又能確保駁船通行。鑽爆法的靈活性確保不會過度挖掘，挖掘量減少24%。採用了特別為項目設置的封閉式破碎機回收挖掘出來的岩石以用作回填，重用了75,000立方米的環保處理海洋沉積物，大幅減少產生廢物和減少影響茶果嶺道的交通。

跨灣連接路採用「活力無限」的高架橋設計，率先使用S690QL級高強度鋼，顯著減少項目的碳足跡。與傳統施工方法相比，碳足跡共減少了約20%，相當於約27,000公噸的二氧化碳排放。主拱在場外預製，並採用浮托法於將軍澳灣進行安裝。預製混凝土箱形樑的安裝採用了全跨吊運，開創先河。另外，數位化工具如5G、數碼化工程監督系統、建築信息模擬、建築機械人等的使用在提升風險管理、品質控制和施工精度方面發揮了關鍵作用。其中，在確認最終施工方案前，使用了「數字孿生」模擬施工方法。

智慧設計 賦能社區

將藍公路長達5.7公里，日均車流量超過10萬輛，有效緩解了東部道路走廊的交通擠塞，並透過「一地多用」的理念，為社區帶來諸多益處。位於P2路上方的將藍公路花園佔地6,800平方米，不僅有效降低噪音，更打造出一片綠洲，並與5公里長的環迴單車徑相連，為居民提供休憩空間和提升生物多樣性。以「建造業2.0」理念為本，有效降低排放和資源消耗，促進經濟成長，使基建更加耐用，並提升了香港居民的生活水平。

跨灣連接路 Cross Bay Link



Tseung Lam Highway: Forging Innovative Connections

Under the inspiring slogan “Tunnelling the Link, Linking the Tunnel,” Tseung Lam Highway – born from the fusion of the Tseung Kwan O-Lam Tin Tunnel (TKO-LTT) and Cross Bay Link (CBL) – ignites a bold new corridor from TKO to Kowloon East and the Eastern Harbour Crossing. It reduces peak-hour trips between LOHAS Park and Kwun Tong by 20 minutes, easing TKO Tunnel pressure and expanding capacity for regional growth.

The TKO-LTT segment shines with breakthroughs like Hong Kong’s first semi-cavern East Ventilation Building, embedding fans underground to reduce excavation, soil nails and modification on the slopes – all validated through advanced geological modeling. Reclamation at Underpass Road P2 introduced a pioneering double water-gate cofferdam, curbing sediment spread while enabling barge flow. Drill-and-blast flexibility reduced over-excavation by 24%, bespoke enclosed crushers recycled rock for backfill, and 75,000 m³ of environmentally treated marine sediment fueled reuse, slashing waste and traffic on Cha Kwo Ling Road.

Adopting a viaduct design of the “Eternity Arch”, the CBL pioneered the use of S690QL high-strength steel, significantly reducing the project’s carbon footprint. Such reduction amounted to about 20% in total, equivalent to some 27,000 tonnes of CO₂ emission compared to conventional construction methods. The main arch was fabricated offsite and installed with a float-over method at the Junk Bay. The installation of the prestressed concrete bridge box girder set a new precedent by utilising a full-span lifting method. Digital tools such as 5G, Digital Works Supervision System (DWSS), Building Information Modelling (BIM), robotic construction, etc. were instrumental in enhancing risk management, quality control, and precision. Amongst all, a “digital twin” simulating the construction method was implemented before the method statement was finalised.

Empowering Communities Through Smart Design

This 5.7 km highway handles over 100,000 daily vehicles, alleviating congestion on eastern corridors while weaving in community gains via the “Single Site, Multiple Use” ethos. The 6,800 m² Tseung Lam Highway Garden atop Underpass Road P2 dampens noise and transforms into an oasis, tied to a 5 km cycling loop for enhanced recreation and biodiversity. Embracing Construction 2.0, these initiatives lower emissions and resources, advancing economic growth, infrastructure durability, and better living standards for Hong Kong residents.



將軍澳-藍田隧道 Tseung Kwan O-Lam Tin Tunnel



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Foreword

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署長的話

我很高興看到將藍隧道及跨灣連接路在2022年通車以來順利及有效地運作，能滿足將軍澳一帶的交通需求。將軍澳的交通情況得到很大的改善，對分流將軍澳隧道及地區道路的交通成效十分顯著。

推展項目期間，土木工程拓展署採納了多項創新的做法及技術，創造了多項「香港第一」。跨灣連接路是全香港首條同時擁有行車道、單車徑和行人路的海上高架橋，其最特別之處是使用了S690QL級高強度鋼材，更是全港首次使用該高強度鋼材的橋樑。至於將藍隧道的設計亦加入了多項元素，包括把通風大樓部份建於岩洞內。這本書刊記錄了我們的旅程，展示創新在推動生產力和應對建築挑戰方面的重要性。

政府致力推進有效及可持續的運輸基建項目，堅定不移支持業界運用尖端科技，以配合香港未來的發展需要。

將藍隧道及跨灣連接路能順利推展，實在有賴各方及持份者的貢獻，本人在此衷心致謝。優化基建設施與市民的生活息息相關，項目在提升市民幸福感的同時，亦推動了將軍澳區的持續發展。



方學誠太平紳士
署長
土木工程拓展署



Message from the Director of Civil Engineering and Development

I'm delighted to see the TKO-LTT and CBL operating smoothly and effectively to meet the traffic demand in Tseung TKO. Since its opening in 2022, we have seen great improvements in the local traffic condition, with a prominent amount of traffic being diverted from the TKO Tunnel and local roads.

The Civil Engineering and Development Department achieved many firsts with the project thanks to the innovative practices and technologies adopted during the project delivery. For CBL, being the first marine viaduct in Hong Kong to feature lanes for carriageway, cycle track, and footpath simultaneously, its most distinctive feature is the adoption of S690QL high-strength steel, marking the first time this strength of steel has been used in a bridge in Hong Kong. Meanwhile, the design of the TKO-LTT incorporated elements, including locating the ventilation building partially in caverns. This publication documents all that, showcasing the importance of innovations in driving productivity and addressing construction challenges.

The Hong Kong Government is committed to implementing effective and sustainable transport infrastructure projects and will pledge unwavering support to the industry in harnessing cutting-edge technologies to meet the future development needs of Hong Kong.

I extend my heartfelt gratitude to the various parties and stakeholders for their contributions in delivering the project that makes the TKO-LTT and CBL what they are today. The notable infrastructural improvement, to which people's livelihood is closely related, enhances their sense of blissfulness, as well as promotes the continuous development of TKO.

Mr. FONG Hok Shing, Michael, JP
Director of Civil Engineering and Development
Civil Engineering and Development Department



香港新市鎮發展 New Town Development in Hong Kong

政府發展新市鎮，旨在應付人口的增長，分散市區過於擠迫的人口，改善居住環境。自新市鎮發展計劃於1973年展開以來，香港發展了九個新市鎮。首三個新市鎮：荃灣、沙田和屯門的發展工程於70年代初期動工；屬於第二代新市鎮的大埔、粉嶺/上水及元朗於70年代後期動工建設；而第三代新市鎮，即將軍澳、天水圍及東涌的發展工程於80及90年代展開。

The Government carried out new town development to cope with the increase in population and to improve the living environment by decentralising the population from the over-crowded urban districts. Hong Kong has developed nine new towns since the initiation of its New Town Development Programme in 1973. The first generation of new towns, Tsuen Wan, Sha Tin and Tuen Mun, started works in the early 1970s; then the second, Tai Po, Fanling/Sheung Shui and Yuen Long in the late 1970s; and the third, TKO, Tin Shui Wai and Tung Chung in the 1980s and 1990s.



源

02 Origin

起

將軍澳新市鎮 Tseung Kwan O New Town

政府於1982年批准把將軍澳發展為香港第七個新市鎮。這個新市鎮的土地主要通過填海把將軍澳灣填平，並在狹長的海灣兩旁闢拓地台得來。將軍澳東抵清水灣半島、南及將軍澳灣，西達東九龍、北接井欄樹。

在1983年，政府開展將軍澳第一期的新市鎮發展，預期初期可容納人口約175,000人。在1987年，政府決定進行將軍澳第二期的新市鎮發展，計劃把該區的人口增至325,000人。在1988年，政府決定進行該新市鎮的第三期發展，以容納大約450,000人。

The Government approved the development of TKO as the seventh New Town in Hong Kong in 1982. The New Town was built mainly through the reclamation of Junk Bay and the formation of platforms on both sides of the narrow inlet. It is bounded by Clear Water Bay Peninsula to the east, Junk Bay to the south, East Kowloon to the west, and Tseung Lan Shue to the north.

In 1983, the development of Phase I of the TKO New Town to an initial population of about 175,000 was formally endorsed. In 1987, the Government launched Phase II development of the New Town and anticipated that the population would increase to 325,000. In 1988, the Government further decided to proceed with Phase III development for the population of about 450,000.



1977



1988

於2005年，政府發布了《將軍澳進一步發展可行性研究》（可行性研究）的結果，提出了將軍澳未來發展的整體框架。針對運輸基建，可行性研究建議改善將軍澳對外的道路交通連接，興建將藍隧道（前稱西岸公路）和跨灣連接路，以配合將軍澳未來人口增長和工業發展引致的交通需求。



In 2005, the Government published the findings of the Feasibility Study on Further Development of TKO, setting out the overall framework for the future development of the area. In respect of transport infrastructure, the Study recommended that the road connectivity to external areas be improved by the TKO-LTT (formerly known as Western Coast Road) and CBL, meeting the anticipated traffic generated from further population intake and industrial development in TKO.

來源：立法會文件 Source: LegCo paper

將軍澳出入九龍的主要通道為1990年通車的將軍澳隧道，以及觀塘區的一些主要道路，包括將軍澳道、觀塘繞道、觀塘道及鯉魚門道等。環保大道則是連接將軍澳東南部與其他地區的唯一道路。

隨著將軍澳區持續發展，上述道路將會更加繁忙，將藍隧道及跨灣連接路可分流往返東九龍及將軍澳之間的交通，同時為進出將軍澳東南部的車輛提供另一條通道。

The connection between TKO and Kowloon mainly relies on TKO Tunnel, commissioned in 1990, and some major roads in Kwun Tong including TKO Road, Kwun Tong Bypass, Kwun Tong Road and Lei Yue Mun Road. Wan Po Road is the only road linking the southeastern part of TKO to the other areas.

Following the gradual development of TKO, the above roads will become busier and the TKO-LTT and CBL would help divert the traffic between East Kowloon and TKO and provide an alternative access to the southeast part of TKO.



2013

隨著將軍澳區持續發展，前述道路會更加繁忙，將藍公路可分流往返東九龍及將軍澳之間的交通，同時為進出將軍澳東南部的車輛提供另一條通道。

Following the gradual development of TKO, the aforementioned roads become busier and the Tseung Lam Highway would help divert the traffic between East Kowloon and TKO and provide an alternative access to the southeast part of TKO.



將軍澳一覽 Tseung Kwan O at a Glance



香港第七個新市鎮
The 7th New Town in Hong Kong
7th



總發展面積
Total Development Area
1,720 公頃
Hectares



人口
Population
418,000



工作人口
Working Population
54,000

來源：規劃署《規劃宜居新市鎮—將軍澳》、政府統計處2021年人口調查

Source: Planning for Livable New Towns, Tseung Kwan O, Planning Department and 2021 Population Census, Census and Statistics Department

里

03
Journey

程

2009.11



「我眼中的跨灣連接路」
設計概念徵集活動
“My Vision of Cross Bay Link”
Design Ideas Invitation Event

2010.07



選定「活力無限」
為基礎設計方案
“Eternity Arch” selected as the
preferred option

2013.05

跨灣連接路
建議工程刊憲
Gazettal of proposed works of CBL

2013.08

跨灣連接路完成環境
影響評估
Completion of environmental
impact assessment of CBL

2017.11

完成詳細施工設計
Completion of detailed design

2019.03



動土典禮
Groundbreaking ceremony

2019.07



完成首個海樁
Completion of first marine pile

2020.06



安裝首個主橋箱形大樑
Erection of first box girder

2021.02



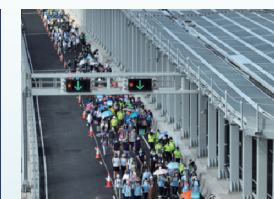
完成安裝雙拱鋼橋主跨
Completion of erection of main span of
double-arch steel bridge

2021.12



與將藍隧道成功合龍
Successful connection to TKO-LTT

2022.11



百萬行
Walk for Millions

2022.12



跨灣連接路及 將藍隧道通車
Commissioning of TKO-LTT and CBL



將藍隧道公眾參與活動
(三個階段)
Public engagement activities for
TKO-LTT conducted across three stages

2009-2012

採納以隧道方案興
建 新的對外道路
Tunnel option selected for
the new external road link

2005.06

將藍隧道
完成環境影響評估
Completion of environmental
impact assessment of TKO-LTT

2013.08

將藍隧道
建議工程刊憲
Gazettal of proposed works of TKO-LTT

2013.05



爆破工程展開
Commencement of blasting works

2017.07



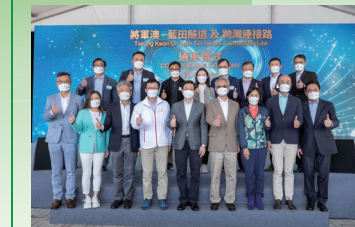
動土典禮
Groundbreaking ceremony

2016.12



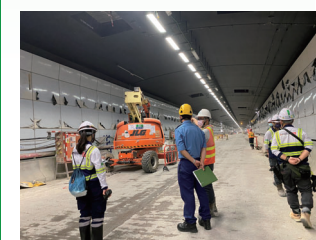
主隧道貫通典禮
Breakthrough ceremony of
Main Tunnel

2020.06



將藍隧道及 跨灣連接路通車
Commissioning of TKO-LTT and CBL

2022.12



主隧道消防裝置及設備 檢查完成
Completion of Main Tunnel fire service
installations and equipment inspection

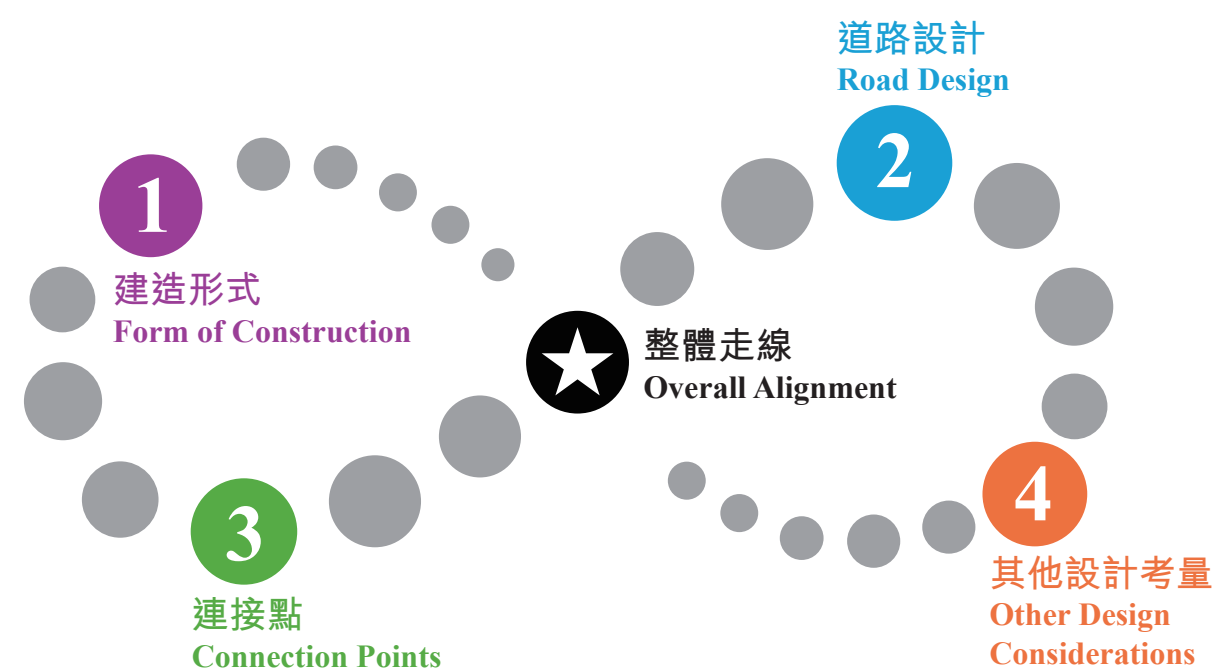
2022.11



將藍公路花園開放予公眾使用
Tseung Lam Highway Garden opened
for public use

2023.09

最初的道路規劃 Initial Planning of the Road



最早期道路規劃的考慮因素包括了建造形式、道路設計、連接點以及其他設計考量。在考慮了以上的因素後，再設計整體走線。

The earliest considerations in road planning include the form of construction, road design, connection points, and other design considerations. After taking these factors into account, the overall alignment is then designed.

構 04 Concept 想

1 建造形式 Form of Construction

可行性研究曾就將藍隧道的建造形式進行評估，最後認為不設收費廣場的隧道方案的整體表現較佳，故為推薦方案。與海岸走線相比，隧道走線與對外道路的接駁較為理想，對環境（特別是景觀）的影響亦較少，因應工程必須收回的土地面積亦較小。再者，隧道走線方案無需在維利亞港進行填海。

經詳細研究和廣泛諮詢持份者，團隊其後進一步優化方案，最後採納不設收費廣場的隧道走線，因為它是所有方案中道路長度最短、填海面積最小，因此是一個相對有經濟效益和環保的方案。

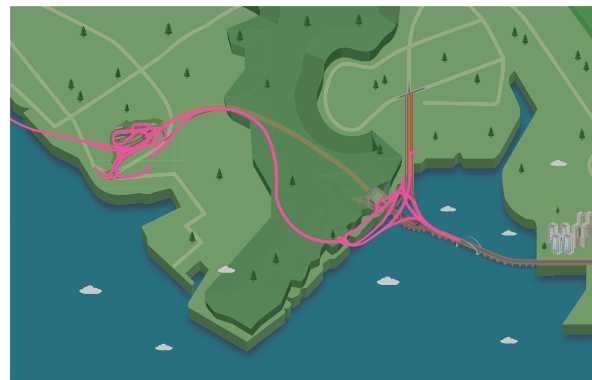
The Study explored different forms of construction for TKO-LTT. The tunnel alignment with no toll plaza was the recommended option in view of its better performance overall. Compared to coastal alignment, the tunnel alignment would offer better connectivity to external road links and cause less environmental impact, especially visual impact and the land resumption required would be smaller. Moreover, no reclamation within Victoria Harbour would be required.

The tunnel alignment was further refined, following detailed studies and extensive stakeholder consultation. A tunnel alignment without toll plaza was eventually adopted as it was the shortest of all options and had the least reclamation area, hence a relatively economical and environmentally-friendly option.

將藍隧道走線演變 Alignment Development of TKO-LTT



海岸道路方案
Coastal road option



設有收費廣場的隧道方案
Tunnel option with toll plaza

最後方案 Final Option

不設收費廣場的隧道方案 Tunnel Option without Toll Plaza



至於跨灣連接路，以大橋形式建造可完全避免填海。另外，大橋的特色設計也令跨灣連接路成為將軍澳的新地標，減少對周邊環境的景觀影響。

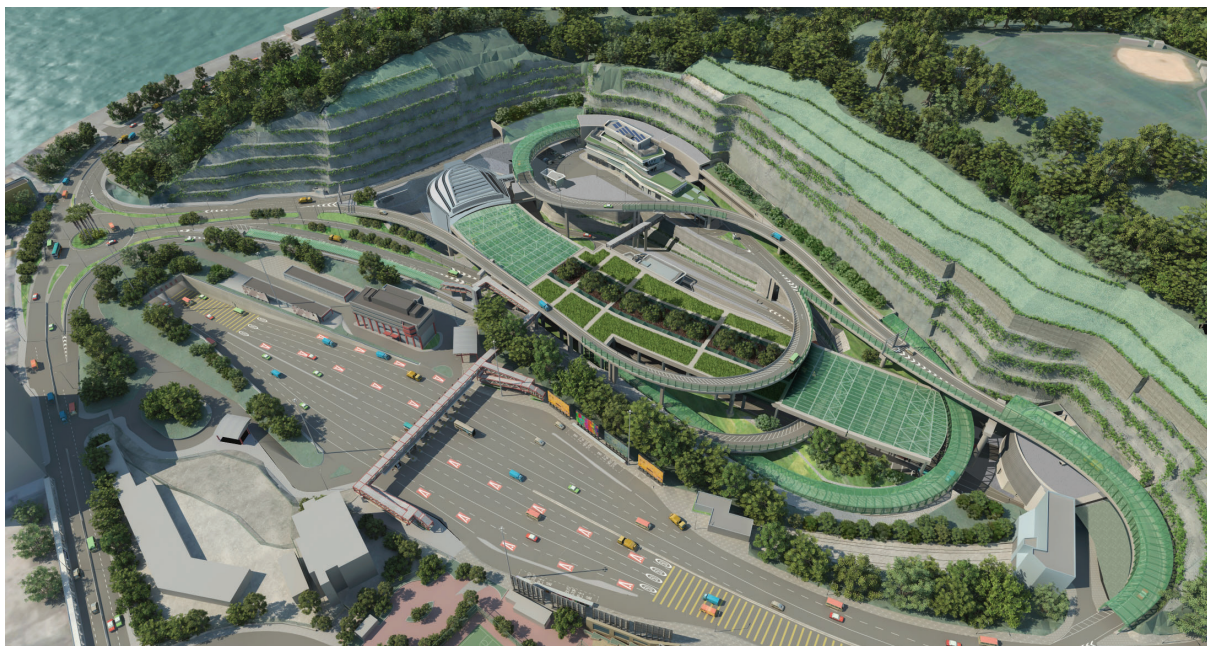
As for CBL, the design, in the form of a bridge, avoided reclamation entirely. Meanwhile, the feature design of a bridge has made the CBL a new landmark of TKO while minimising the visual impact to the surrounding environment.



跨灣連接路的模擬圖
Photomontage of CBL

② 道路設計 Road Design

藍田交匯處 Lam Tin Interchange



藍田交匯處的模擬圖

Photomontage of Lam Tin Interchange

提升連接 Improving Connectivity

考慮到將藍隧道與現有及規劃中道路網絡的連接，藍田交匯處採納了三層行車道的高架橋設計，匯集十個方向的車流，方便車輛使用東區海底隧道前往港島，以及使用觀塘的道路網絡，包括興建中的T2主幹路，前往東九龍其他地區。

Considering the connectivity between TKO-LTT and the existing and planned road network, Lam Tin Interchange adopted a three-layer carriageway design with a total of ten directions, allowing vehicles to travel to Hong Kong Island via the Eastern Harbour Crossing and other areas in East Kowloon via the road network in Kwun Tong, including Trunk Road T2, which is under construction.

緩解環境問題 Alleviating Environmental Concerns

為緩解藍田交匯處所造成的噪音及視覺影響，其主要行車道低於毗鄰土地約20米，並以園景平台及隔音蓋覆蓋。此外，交匯處的一些支路以隧道形式興建、隱藏於削土坡之間或附設隔音屏障或隔音罩。

To alleviate noise and visual impacts caused by the Lam Tin Interchange, its main carriageway is located at around 20 m below the adjacent ground level and covered with a landscape deck and noise cover. Moreover, some slip roads were constructed in tunnel form, hidden between cut-slopes or provided with noise barriers or noise enclosures.

藍田山段 Lam Tin Hill Section



從交通設計的角度考慮，藍田山段的隧道設計乃是最佳方案。礙於地理條件限制及道路設計準則等因素，兩條主隧道需穿過廣靖樓地底下的石層。由於隧道與建築物地基距離甚遠，因此其施工與營運都不會對現存建築物造成任何影響。

同時，隧道縱向斷面也經過了精心設計，在維持高速道路的設計標準的同時，確保隧道與港鐵隧道交匯點維持最大程度的距離，把對港鐵營運安全的影響減至最低。

From the traffic design point of view, the tunnel design at the Lam Tin Hill Section was an optimum scheme. Owing to the geographical constraints, road design standards and various factors, two main tunnels run in the bedrock beneath Kwong Ching House. The tunnel is embedded in the bedrock far from the foundation of the building. Hence, the tunnel construction and operation would have no impact on the existing building structure.

Meanwhile, the vertical tunnel profile was meticulously designed to ensure maximum separation at the MTR tunnel crossing points while still maintaining a high-speed road design standard. This resulted in minimal impact on the safe operation of the MTR.

將軍澳交匯處及P2路 TKO Interchange and Road P2

將軍澳交匯處在海上建造，並連接至P2路，通往將軍澳其他地區，加強了隧道的通達性。P2路低於地面，上蓋設置了園景平台，旨在減少道路造成的嘈音影響，以及為將軍澳居民增添公眾休憩設施。

The TKO Interchange was constructed at sea and connects to Road P2 to the rest of TKO, improving the accessibility of the tunnel. Road P2, located below the ground level, is covered by a landscaped deck with an aim of minimising noise impact of the road while providing an open space for local residents.



新地標大橋 A New Landmark Bridge

為配合把將軍澳發展成特色新市鎮的願景，連接路的設計為一條特色大橋，成為將軍澳的新地標。「我眼中的跨灣連接路」設計概念徵集活動於2009年11月舉行，邀請了各界人士就跨灣連接路的外觀提供設計概念。綜合詳細技術評估及喜好調查的結果，以及收集到的公眾意見後，選定「活力無限」方案為跨灣連接路的基礎設計。主跨兩個向外傾斜的橋拱配合逐漸收窄的橋墩，呈現出象徵無限的數學符號「 ∞ 」，象徵跨灣連接路躍動將軍澳灣，帶來無限活力。

To achieve the vision of developing TKO into a new town of character, CBL could be designed as a feature bridge and become the landmark of the new town. The “My Vision of Cross Bay Link” Design Ideas Invitation Event was held in November 2009, and the public was invited to provide ideas on the design of CBL. Based on a detailed technical analysis, results of the preference survey and the public opinion collected, the “Eternity Arch” concept was adopted as the basic design of CBL. The infinity theme, comprising two outwardly leaning arches combined with gradually narrowing piers, resembles the mathematical symbol of infinity, “ ∞ ”. This symbol of infinity signifies the vibrancy brought about to Junk Bay by the bridge.



其他入圍設計意念 Design Idea Finalists



箭步如飛 The Bow



展翅連城 Link with Wings



四海一家 Alliance Bridge



揚帆萬里 The Sail



魚躍龍門 The Gateway

3 連接點 Connection Points



四通八達的交通網絡能打通一個地區的脈絡，有助促進整體經濟發展，提升市民生活質素，加強社區凝聚力。為加強將藍公路的連接性，在市區方面，將藍隧道直接連接東區海底隧道、觀塘茶果嶺道和興建中的T2主幹路及茶果嶺隧道。在將軍澳方面，將藍隧道直接接駁跨灣連接路和寶順路。

將藍公路提供新的道路往來將軍澳和觀塘以及東區海底隧道，於繁忙時段往來日出康城和觀塘市中心的行車時間最多可縮減約20分鐘。

A highly interconnected and accessible transport network opens up the connections of the area, effectively fosters economic development, improves quality of life and enhances social cohesion. To improve connectivity of the Tseung Lam Highway, TKO-LTT directly connects to the Eastern Harbour Crossing, Cha Kwo Ling Road in Kwun Tong and the Trunk Road T2 and Cha Kwo Ling Tunnel under construction at the urban area side. The Tunnel connects the CBL and Po Shun Road at the TKO side.

The Tseung Lam Highway provides a new route between TKO and Kwun Tong as well as the Eastern Harbour Crossing, shortening the journey time between the LOHAS Park and Kwun Tong Town Centre by up to about 20 minutes during the peak hours.

4 其他設計考量 Other Design Considerations

隧道設施 Tunnel Facilities

將藍隧道的設計也包括了如行政大樓、通風大樓等的必要隧道設施。

- 行政大樓：設有機電設備、交通控制和監視系統等
- 通風大樓：隧道兩端各有一座通風大樓，維持空氣質素、溫度控制，以及在發生火災時，抽走隧道中的煙霧
- 雨水泵房：收集藍田交匯處一帶構築物的雨水及主隧道的地下水，設計能應付「200年一遇」的暴雨

另外，儘管空間有限，藍田交匯處設置了巴士轉乘站。轉乘站附設有蓋行人路及洗手間，並有行人天橋連接東隧旁收費站旁的巴士站，大大加強巴士轉乘站的效益，便利市民出行。

The design of the tunnel also includes necessary tunnel facilities such as administration building and ventilation building.

- Administration Building: houses electrical and mechanical equipment, as well as the traffic control and surveillance system
- Ventilation Building: there are two ventilation buildings located at each end of the tunnel for managing air quality, controlling temperature, and mitigating the spread of smoke in case of fire
- Stormwater Pumping Station: collects storm water from the structures at the Lam Tin Interchange area and ground water from the main tunnels. It is designed to handle extreme rainfall with its design return period of 1 in 200 years

Meanwhile, a bus-bus interchange (BBI) is incorporated at the Lam Tin Interchange, even under the constraint of space. The BBI, provided with a covered walkway and public toilet, is linked by footbridges to the bus bays at the toll plaza of Eastern Harbour Crossing. This arrangement significantly improves the effectiveness of the BBI and convenience of the public.



行政大樓 Administration Building



西通風大樓 West Ventilation Building



東通風大樓 East Ventilation Building



雨水泵房 Stormwater Pumping Station

維持海上交通 Maintaining Marine Traffic

跨灣接連高架橋的設計有足夠的寬度和淨空高度，以配合海上交通的通航。

In order to maintain the navigation channels for marine traffic, the viaduct of CBL was designed to span over and across the channels with sufficient navigation width and clearance below the bridge.

風載荷 Wind Load

跨灣連接路以高架橋橫跨將軍澳海灣，南邊並無任何遮擋，橋身暴露於海面，故此風載荷是最重要的設計考量之一。在雙拱鋼橋面的最初設計中，兩側有懸臂與箱形樑連接。風洞測試明確指出會出現由渦流引起的不利反應。封閉懸臂下方的空間是減少相關影響的有效解決方案，因此設計隨之進行了修改。

Located across Junk Bay, with its southern side unsheltered, the marine viaduct is highly exposed. Wind load is amongst the most important design considerations. In the initial design of the double-arch steel bridge deck, there were cantilevers on both sides connecting to the box sections. Wind tunnel tests showed significant adverse vortex-induced responses. Closing off the spaces under the cantilevers was an effective solution to reduce such effects, and the design was modified accordingly.



風洞測試 Wind Tunnel Test



改良的設計 Revised Design

選用S690QL級高強度鋼 Use of S690QL High-strength Steel

跨灣連接路率先採用S690QL級高強度鋼，其強度比傳統鋼材高一倍，有效節省拱橋與地基所需物料，令拱橋的外型更為輕巧優雅。

CBL pioneered the use of S690QL high-strength steel. It reduces material uptake of the arches and the foundation, offering the bridges slimmer looks and added elegance.



★ 整體走線 Overall Alignment

將藍隧道是一條長約3.8公里的雙程雙線分隔車道，其中約2.2公里為隧道。將藍隧道西起藍田，採用不設收費廣場的直線隧道走線，通過照鏡環山的地下岩層；東至將軍澳灣，與跨灣連接路連接。透過分別位於藍田及將軍澳的交匯處，將藍隧道一方面連接東區海底隧道及觀塘區內的道路網絡，另一方面連接P2路及跨灣連接路，通往將軍澳其他區域。

跨灣連接路是一條長約1.8公里的雙程雙線分隔車道，設有單車徑和行人道，主要由橫跨將軍澳海灣的海上高架橋組成，連接環保大道，通往日出康城及將軍澳工業邨。

TKO-LTT is a 3.8 km long dual two-lane carriageway of which 2.2 km is in the form of tunnel. It starts from Lam Tin in the west and adopts a straight alignment without toll plaza, passing through the rock strata underneath Chiu Keng Wan Shan, and ends at Junk Bay in the east, where it connects with CBL. Through two interchanges at Lam Tin and TKO, the tunnel connects to the Eastern Harbour Crossing and the road network in Kwun Tong on one end, and Road P2 and CBL on the other, facilitating the access to the rest of TKO.

CBL is a 1.8 km long dual two-lane carriageway with a cycle track and a footpath. Mainly composed of marine viaduct across Junk Bay, CBL connects Wan Po Road to and from LOHAS Park and TKO Industrial Estate.



另外，將藍隧道也是六號幹線的一部份，通過藍田交匯處連接至六號幹線其餘部分，包括T2主幹路及茶果嶺隧道，以及中九龍幹線，成為貫穿九龍和將軍澳的東西快速通道。整條六號幹線通車後，將有效紓緩中九龍及東九龍的交通繁忙情況，並縮短行車時間，同時減輕這些地區因交通而引起的環境影響。

The TKO-LTT forms part of the Route 6 and connects to the other sections of Route 6, including Trunk Road T2 and Cha Kwo Ling Tunnel and Central Kowloon Route via the Lam Tin Interchange, providing an east-west express link between Kowloon and the TKO area. Upon its full commissioning, Route 6 will help alleviate the traffic congestion in Central Kowloon and East Kowloon, shorten travel times, and mitigate traffic-related environmental impacts in these areas.



藍田交匯處 Lam Tin Interchange

明山爆破 Surface Blasting

藍田交匯處工地涉及大規模的土地平整工程，透過採用明山爆破配合施工，可減少鑿石工序對附近環境的影響及加快施工。爆破範圍鄰近民居和多項重要設施，當中包括港鐵觀塘及將軍澳線、東區海底隧道收費廣場、油麗邨、廣田邨和茶果嶺村。由於本隧道的走線貼近港鐵行車隧道；垂直距離最短只有約13米。早在項目的詳細設計階段，工程團隊已與港鐵深入討論相關課題，並就施工詳細訂明了各項嚴謹全面的監控要求，包括震動上限、監測安排、爆破時限、通報機制以及應急措施等。

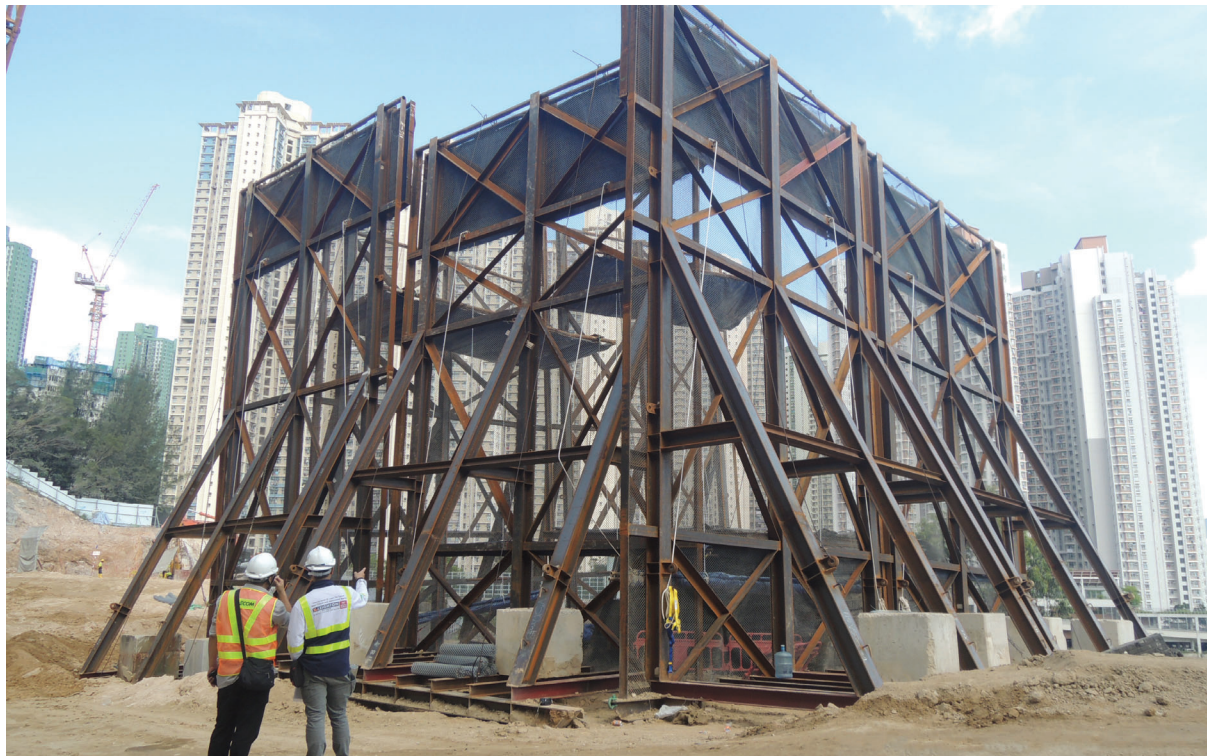
Construction of the Lam Tin Interchange involved substantial site formation works, surface blasting was adopted to minimise the impact of rock breaking to the nearby environment and speed up the construction process. The blasting sites were close to residential areas and various important facilities, such as MTR's Kwun Tong and TKO Lines, Eastern Harbour Crossing's Toll Plaza, Yau Lai Estate, Kwong Tin Estate and Cha Kwo Ling Village. The alignment of TKO-LTT was in close proximity to the MTR's tunnel tubes, and the vertical clearance at the closest point is merely about 13 m. In-depth discussion between the project team and the MTRCL at the detailed design stage were made on the relevant issues, and comprehensive and stringent monitoring requirements, such as allowable vibration limits, monitoring schemes, time windows for blasting, communication protocols and contingency measures, etc., were established with regarding to the construction works.



構 05 Construction 建

在進行明山爆破時，工程團隊實施了以下的三重保護措施，包括垂直屏障、防護籠及上蓋網，以盡量減低灰塵及防止碎石飛脫。相關措施的設計亦會因應每次爆破位置的實地狀況而作出相應調整，並由礦務部審批，以確保爆破工序安全進行。

Triple protection measures (vertical screens, protective cages and ground covers) were implemented at blast locations to minimise dust and to avoid flyrocks. The design of the measures had been adjusted according to the actual site environment of each blasting location and approved by the Mines Division to ensure the blasting operations were carried out safely.



主隧道、分支隧道 Main and Branch Tunnels

鑽爆法 Drill and Blast Method



鑽炮孔
Drilling of blastholes



安裝爆炸品及接駁導爆索
Charging and hook-up



隧道爆破
Tunnel blasting



將藍隧道採用鑽爆法建造，為挖掘管道的工程提供了更大的靈活性，能滿足特定位置的要求，例如隧道內的方向指示標誌門架以及支線隧道的分岔處。據估計，與其他僅採用一種管道設計的工程相比，本工程的挖掘量減少了24%。

The drill and blast tunnelling method employed in the project offered greater flexibility in the excavation profile. Because of this flexibility, various excavation profiles suited the specific location requirements, such as directional sign gantries within the road tunnel and the bifurcation for the branch tunnel turnout. It was estimated that this project achieved a 24% reduction in excavation volume as compared to others adopting only one standard profile.

將軍澳交匯處及P2路 Tseung Kwan O Interchange and Road P2

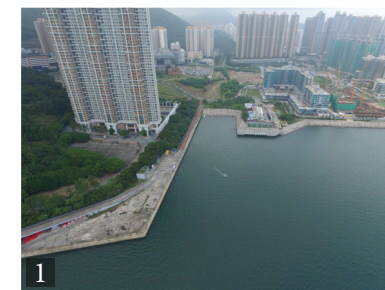
將軍澳交匯處的海上高架橋建造工程，採用了平衡懸臂法在現場安裝多個預製鋼筋混凝土組件而成。使用預製組件大大減少了現場灌澆混凝土結構和材料消耗，也減少了因在海上工作可能產生的環境問題。

為建造將軍澳P2路的地下通道，工程團隊建造了一個臨時鋼圍堰，以圍封疏浚挖泥及填海工程。

The bridge decks at the TKO Interchange were formed by connecting numerous precast reinforced concrete segments on site using the balanced cantilever method. The precast bridge segments greatly minimised the amount of in-situ concrete construction and material wastage, in addition to minimising possible environmental concerns arising from works in marine environment.

To construct the underpass for Road P2 at TKO, a temporary steel cofferdam around the marine site was built to enclose the dredging and reclamation works.

P2路的建造過程 Construction of Road P2



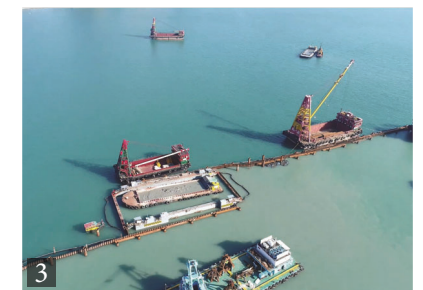
2016年開始填海

Commencement of reclamation works in 2016



安裝臨時鋼圍堰

Installation of temporary steel cofferdam



安裝雙水閘系統

Installation of double water gate system



臨時鋼圍堰

Temporary steel cofferdam



進行中的填海工程

Reclamation works in progress



建造P2路

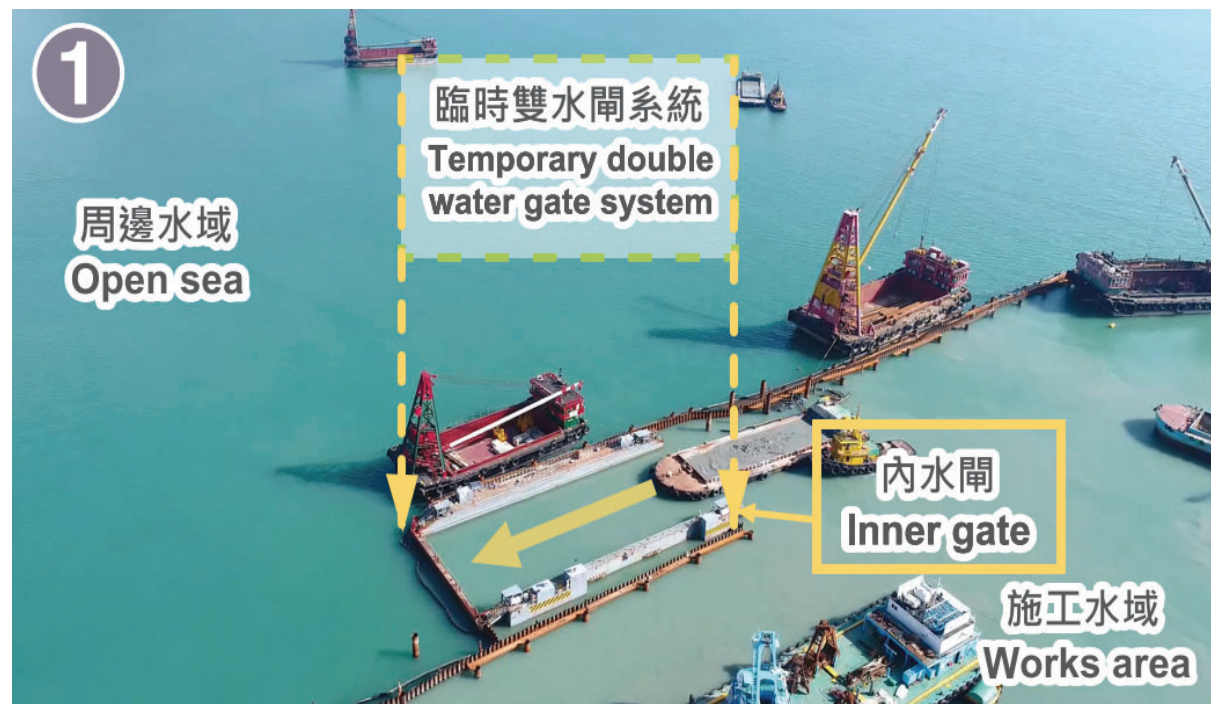
Construction of Road P2

雙水閘系統操作 Operation of Double Water Gate System

為有效地減少項目範圍周邊水域泥沙的流失，工程船隻須經過雙水閘系統進出臨時鋼圍堰。雙水閘系統固定於海床之上，內長約55米、內闊24米及深11米。這是首次在本港採用雙水閘系統的填海工序，讓工作躉船可通過圍堰而不影響附近水質。

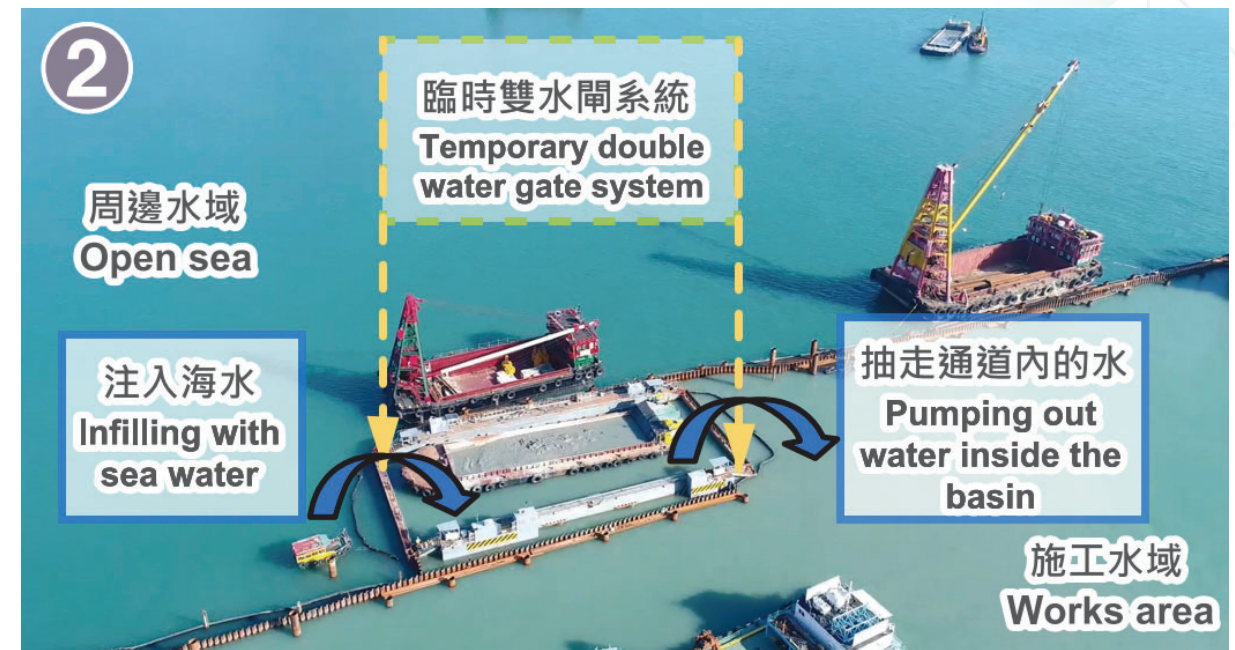
To minimise sediment loss to the open sea surrounding to the project area, all barges entering and leaving the temporary cofferdam would be controlled by the double water gate system. The water gate system was about 55 metres long, 24 metres wide and 11 metres deep. TKO-LTT was the first project in Hong Kong to install a double water gate for reclamation works, allowing working barges to pass through the cofferdam without affecting the quality of the adjacent water.

雙水閘系統如何操作 How the Double Water Gate System Works



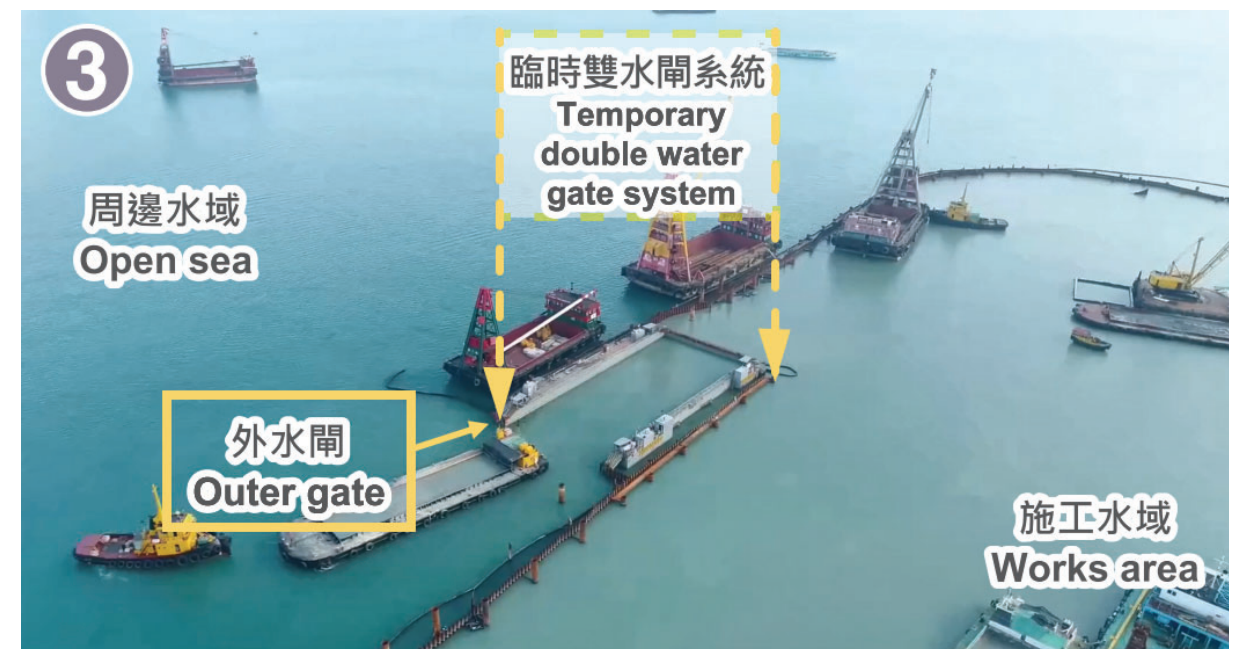
打開內水閘讓工程船隻進入

Open the inner gate for the barge to enter the double water gate system



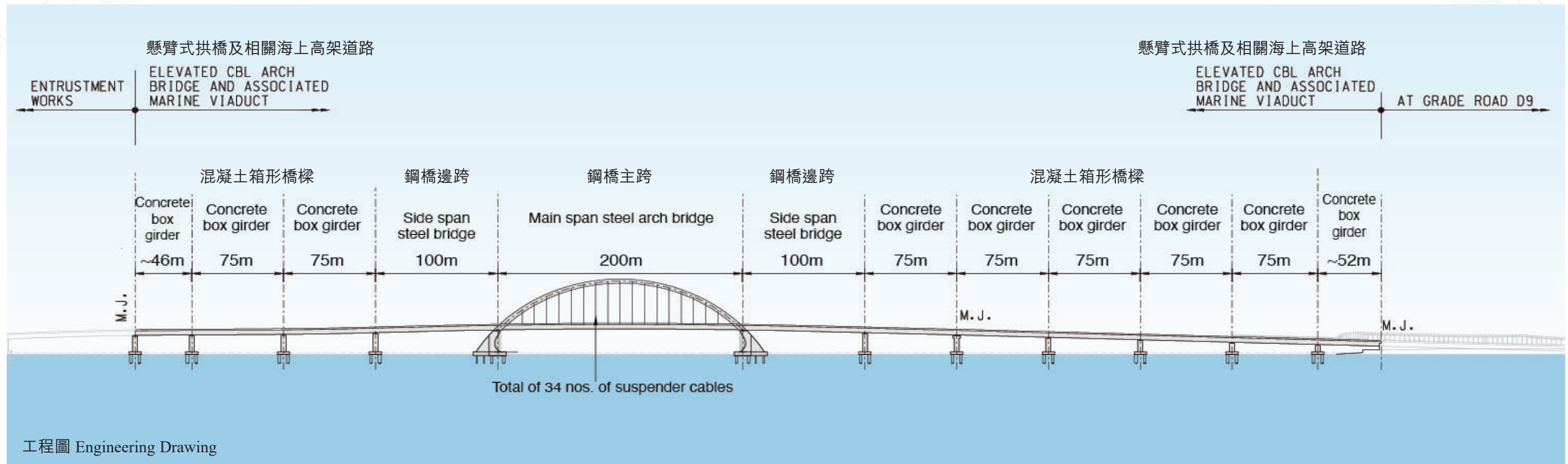
工程船隻進入水閘後，再注入周邊水域海水以更換水閘內的海水

After the barge has entered the double water gate system, infill with surrounding seawater to replace the water inside the system



打開外水閘讓工程船隻駛出

Open the outer gate and the barge leaves the double water gate system



跨灣連接路海上高架橋由12個橋跨組成，中央跨徑為主題雙橋拱設計。混凝土橋跨長度範圍從46米到75米，鋼橋跨長度則在100米到200米之間。中央鋼跨橫跨將軍澳灣的主航道，最小淨空要求為寬160米、高17米。

The marine viaduct of CBL consists of 12 spans with the thematic double-arch in the central span. The lengths of the concrete spans range from 46 m to 75 m, and the steel ones range from 100 m to 200 m. The central steel span straddles across the main navigation channel of Junk Bay, with a minimum clearance requirement of 160 m in width by 17 m in height.

跨灣連接路的組件 Components of CBL

34	斜拉鋼索 Stay Cables	3	S420級高強度鋼橋面 Grade S420 High Strength Steel Bridge Decks
18	混凝土箱形樑 Concrete Box Girders	2	S690級高強度鋼拱 Grade S690 High Strength Steel Arch Ribs
12	橋跨 Bridge Spans		
12	橋墩 Bridge Piers		

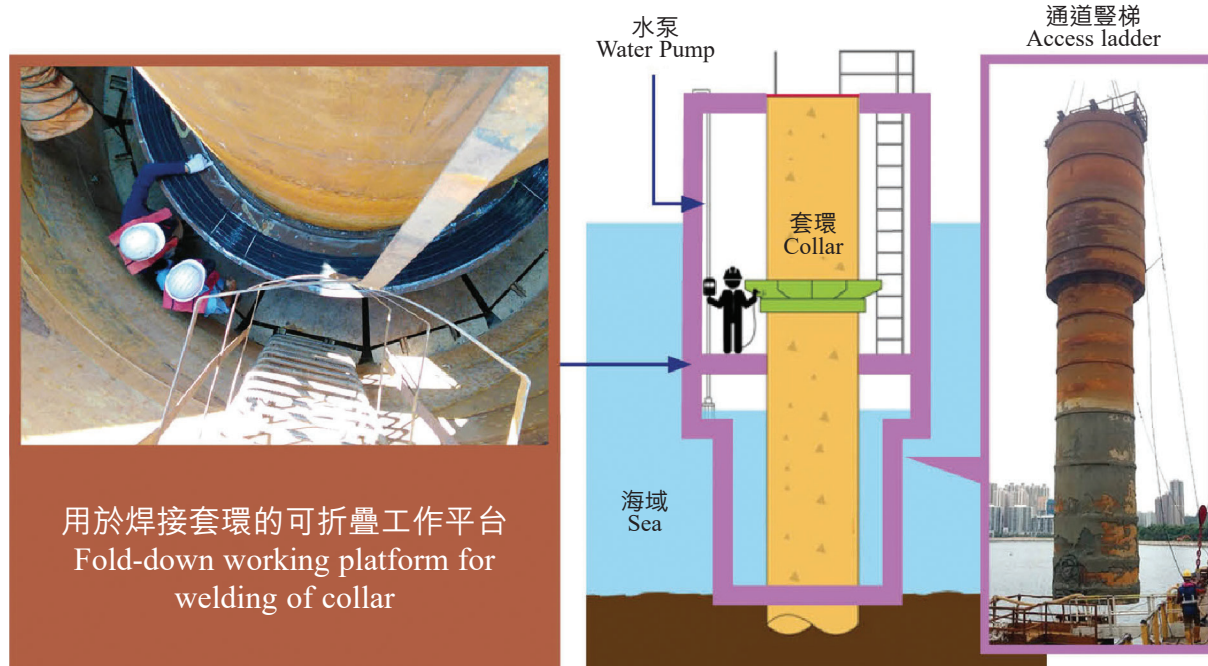
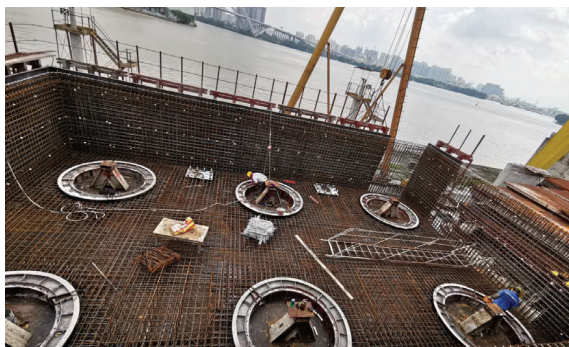
裝配式設計

Design for Manufacture and Assembly (DfMA)

建造跨灣連接路時，應用了裝配式設計生產大型橋樑預製組件，包括橋面、橋臺、樁帽殼等結構。

During the construction of CBL, the Design for Manufacture and Assembly (DfMA) approach was applied for prefabricated works of bridge structures including decks, piers and pile cap shells.

預製樁帽殼安裝 Precast Pile Cap Shell Installation



工程使用了預製防水圍堰封閉海樁，方便進行連接樁帽殼與樁柱的工序。這安排提供了乾燥、安全的作業環境，以及避免了要潛水員進行焊接的需求。由潛水員焊接套環，其質量往往不穩定，也對潛水員的安全構成風險。

A prefabricated watertight cofferdam was used to enclose the marine piles for the connection works between pile cap shells and piles. This approach provided a dry and safe working environment and eliminated the need for diving. Traditionally, divers were deployed to weld collars onto the piles, which resulted in inconsistent welding quality and posed safety risks for the divers.

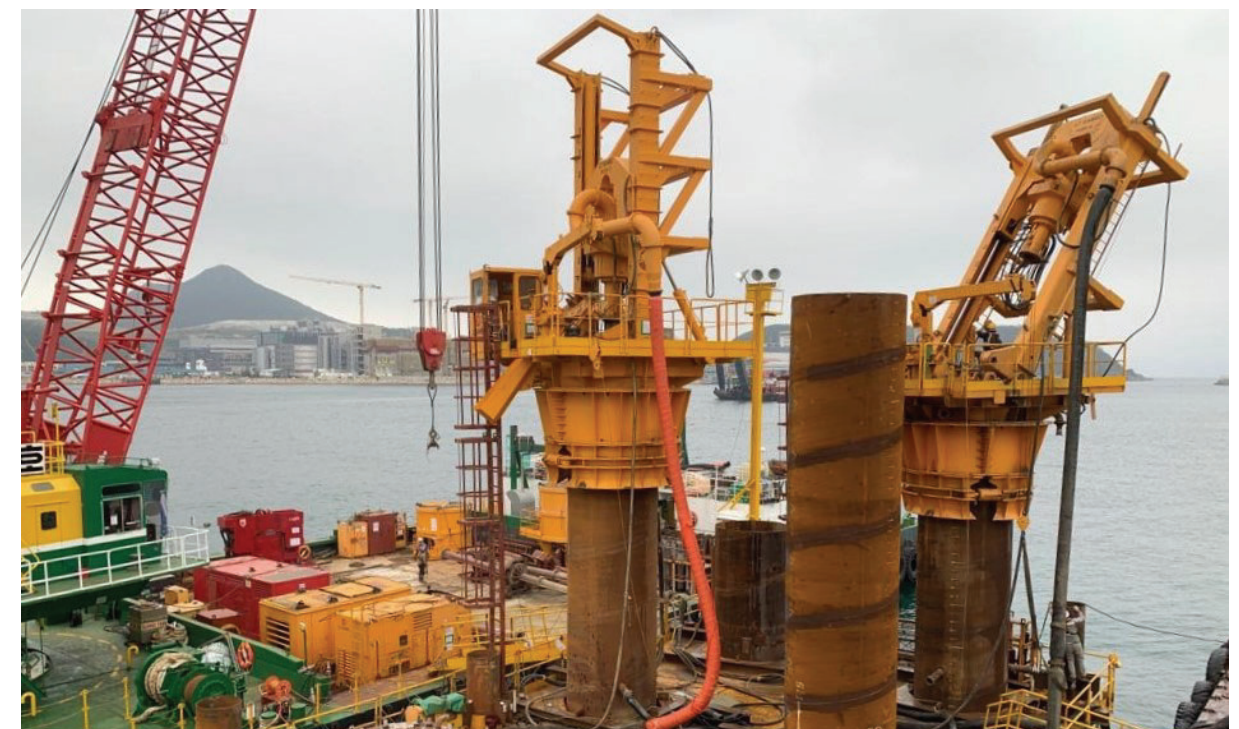
安裝樁柱殼

Installation of Piles



跨灣連接路的橋墩地基使用了海上鑽孔樁。由於工地受強風及潮汐的影響，工程團隊搭建了由水下基樁支撐的臨時工作平台，以提供安全的施工環境。

Marine bored piles were used as the foundation for the CBL. Due to the highly exposed setting, including wind and tidal constraints, a temporary working platform supported by a group of pin piles was utilised to provide a safe working area for operations.



安裝樁帽 Installation of Pile Caps

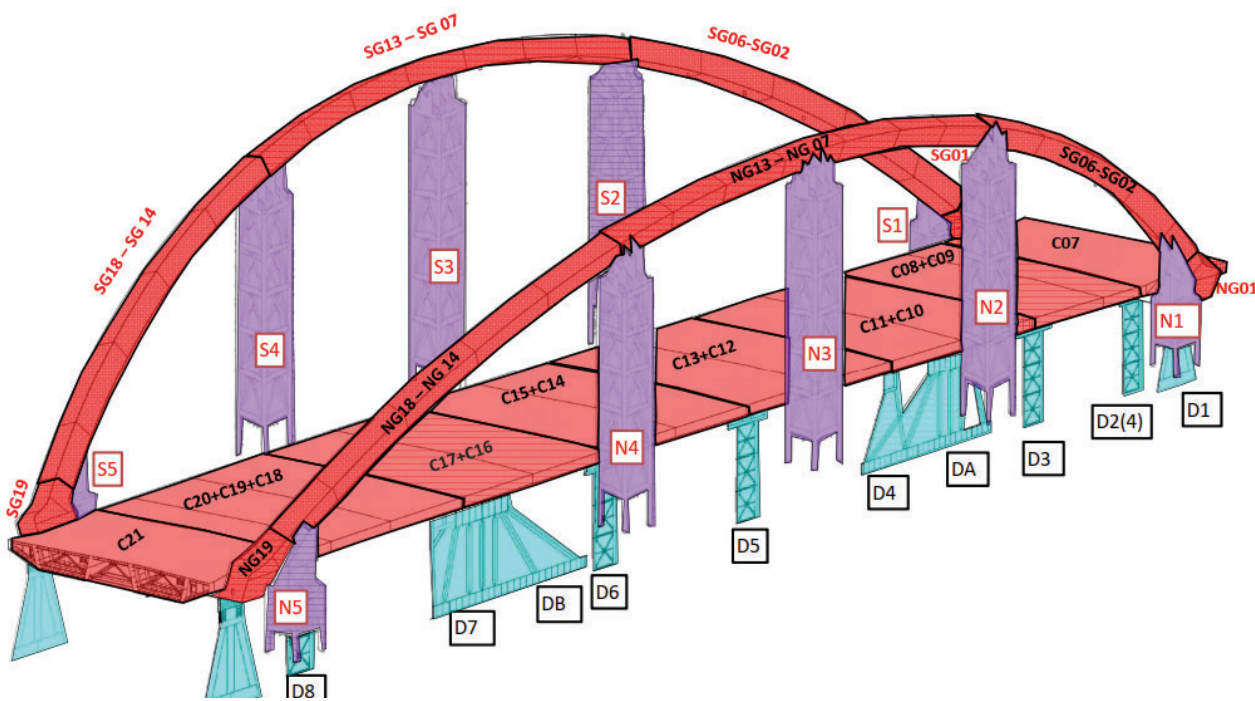


海上鑽孔樁工程完成後，場外預製的樁帽殼也運送至工地。工程團隊使用了創新水泵拆卸機械人修整樁頭，降低損壞鋼筋的風險，同時保障工人安全。為確保樁帽殼與橋墩的整體連接，分兩次澆築混凝土：第一層澆築至橋墩底部的設計高度，在安裝橋墩後再次進行澆築。

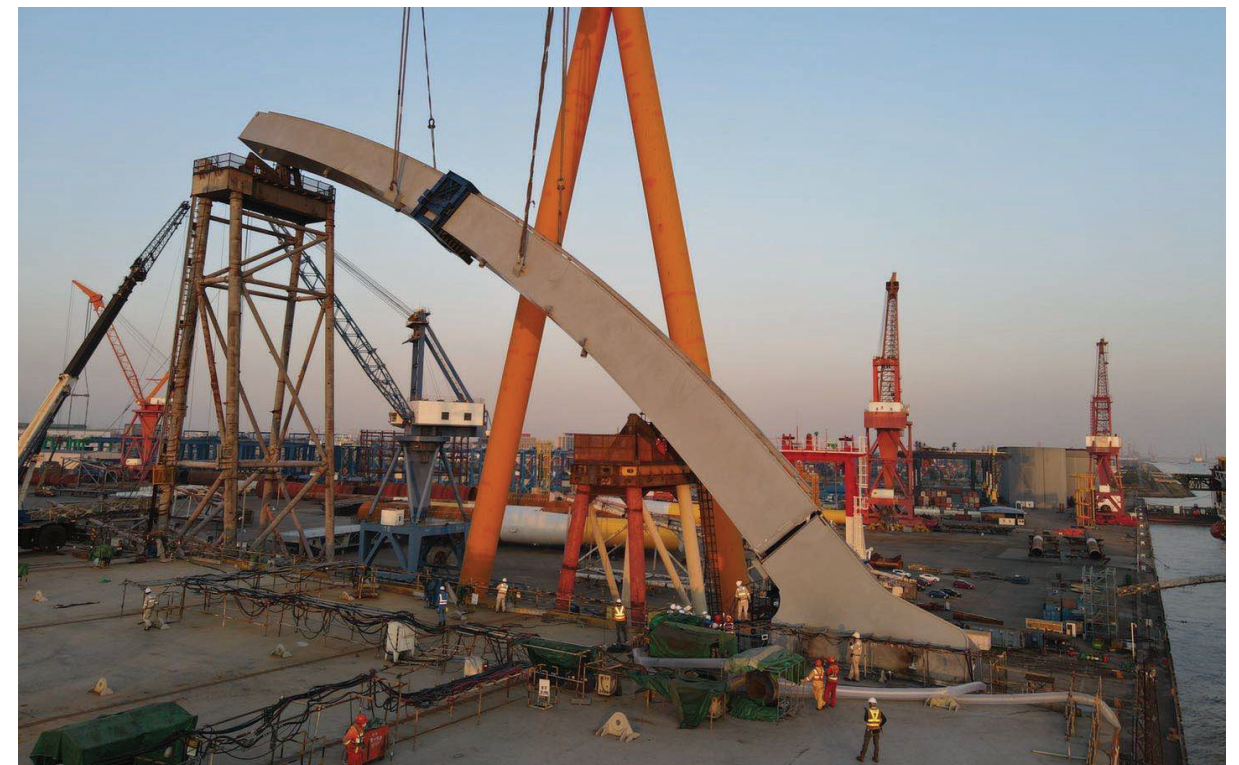
After completing the marine bored piling works, the precast pile cap was delivered to the site from the fabrication yard. The pile head was trimmed using an innovative aqua cutter (hydrodemolition robot), reducing the risk of damaging the reinforcement and ensuring worker safety. To ensure a monolithic connection between the pile cap and the future pier, concrete was poured in two layers: the first up to the planned level of the pier bottom, and the second after the pier installation.



場外預製組件 Offsite Prefabrication



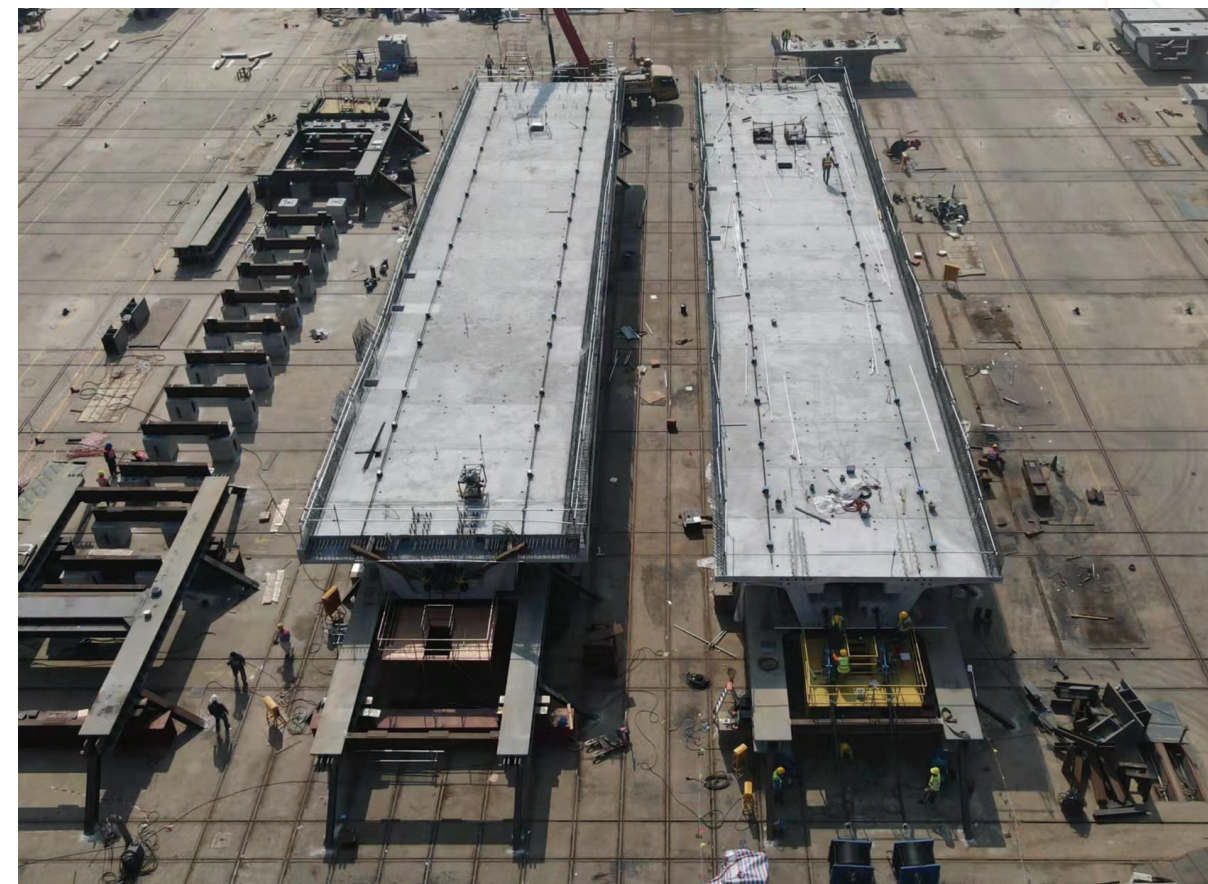
工程圖
Engineering Drawing



預製主跨組件運送至場外裝配現場，由1,200公噸門式起重機吊升至裝配架上。裝配現場的架構是按照跨拱及主跨結構特點而設計的。

The prefabricated components of the main span were transported to the offsite assembly yard and hoisted to the assembly frame by a 1,200 tonnes gantry crane. The frame of the assembly yard took into account the arch and structural characteristics of the main span.

連接部件至主樑 Joining Segments into a Girder



每個預製箱形樑都是在場外預製場地由部件逐個組裝而成，使用了預應力鋼筋、抗滑鍵、環氧樹脂膠及臨時後張拉桿等工具。與傳統的現場分段安裝相比，大大減少了現場所需的吊運次數。

Each precast box girder was assembled from segments at an offsite precast yard. All segments were joined together using prestressed internal tendons, shear keys, epoxy glue, and temporary post-tensioning bars. Compared to conventional on-site segmental erection, this method minimises the number of lifting operations required on site.

臨時海上固定系統 Temporary Sea-fastening System

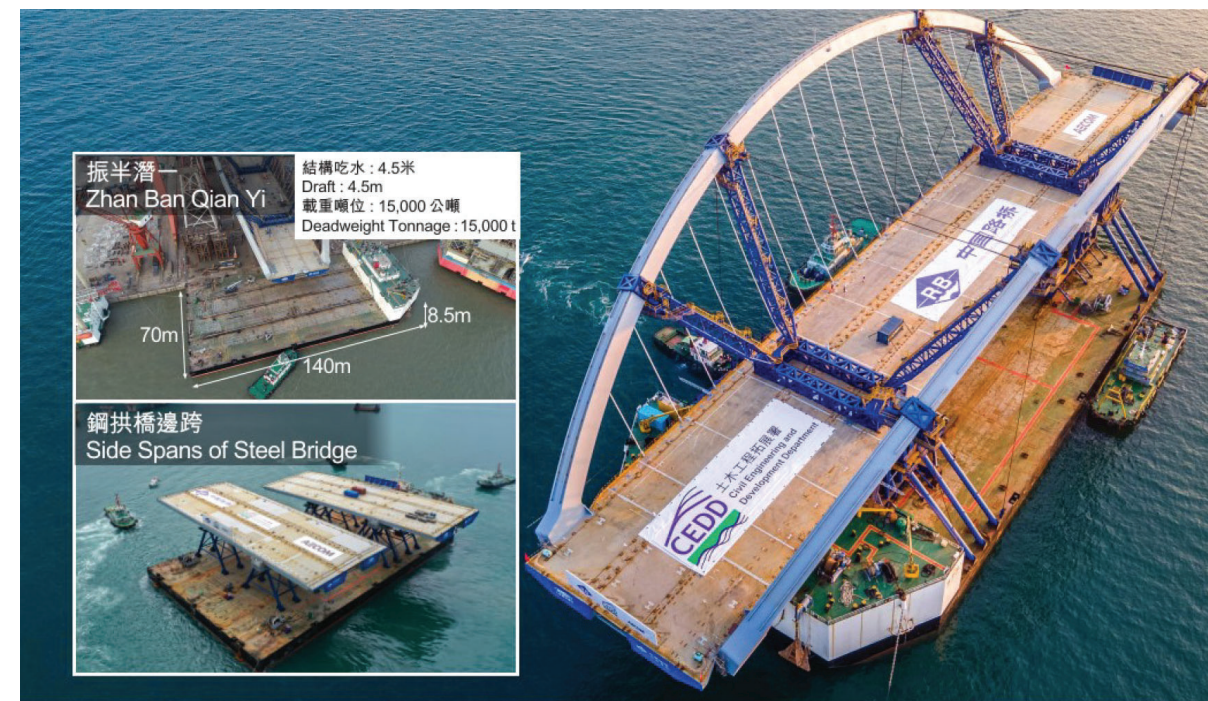


為確保航行安全穩定，利用臨時海上固定系統縱向和橫向把橋面緊緊固定在駁船上。該系統經過設計，可以抵抗波浪作用和由風、浮力及流體動力引起的船舶振動。

To ensure a safe and stable voyage, the steel decks were tightly fastened to the barge both longitudinally and transversely using a temporary sea-fastening system, which was designed to withstand wave actions and oscillatory motions caused by wind, buoyancy and hydrodynamic forces.



運載雙拱鋼橋及邊跨橋 Delivery of Double-arch Steel Bridge and Side Spans



雙拱鋼橋和兩個邊跨，以及臨時支撐結構分別重13,000噸和5,000噸。

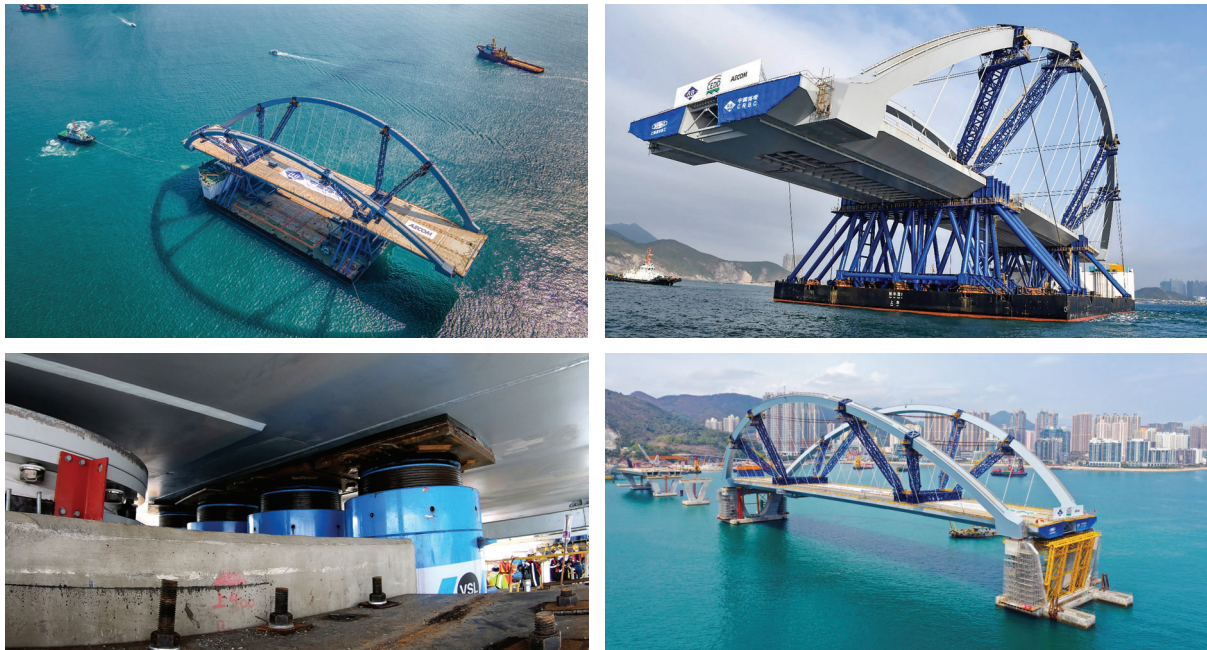
鋼橋面板由一艘名為「振半潛一」的半潛駁船運送至香港水域。這次航程歷時8天，航程約900海哩（或1,600公里）。

The double-arch steel bridge and its two side spans, along with their temporary support frameworks, weighed 13,000 tonnes and 5,000 tonnes, respectively.

The steel decks were delivered to Hong Kong's waters by a semi-submersible barge named "Zhen Ban Qian Yi". The voyage took eight days, covering some 900 nautical miles (or 1,600 km).



浮托安裝法 Float-over Erection Method



工程團隊採用「浮托法」配合潮汐進行安裝，是香港首次以此方法建造橋樑。安裝過程的每個環節都經過工程人員精密計算，確保工序順利進行。

The project team adopted the 'float-over method', taking into account the tidal conditions for its erection. This is the first time this method was applied to bridge construction in Hong Kong. The project team conducted a meticulous analysis of every step to ensure smooth execution of the erection process.

安裝箱形樑 Full Span Box Girder Erection



橋樑施工採用了預應力混凝土雙室箱形樑，橋跨分了南北段預製。完成的組件通過駁船運送到現場，然後使用起重駁船吊裝到合適位置。橋墩上預先安裝了臨時工作平台和支架，以準確地放置組件。起重駁船將箱形樑移到臨時支撐的上方後，再與相鄰組件接駁在一起，並施加預應力，以形成一個連續的結構。

The bridge construction involved the use of prestressed concrete double-cell box girders, with each span divided into a north and south segment for prefabrication. The completed segments were transported to the site by delivery barges and then lifted into place using a crane barge. Temporary working platforms and supports were installed on the piers beforehand to facilitate the accurate placement of the box girders. After the crane barge positioned the box girder above the temporary supports, the adjacent spans were then stitched together and prestressed to form a continuous structure.

活用數碼方案 Adoption of Digital Solutions

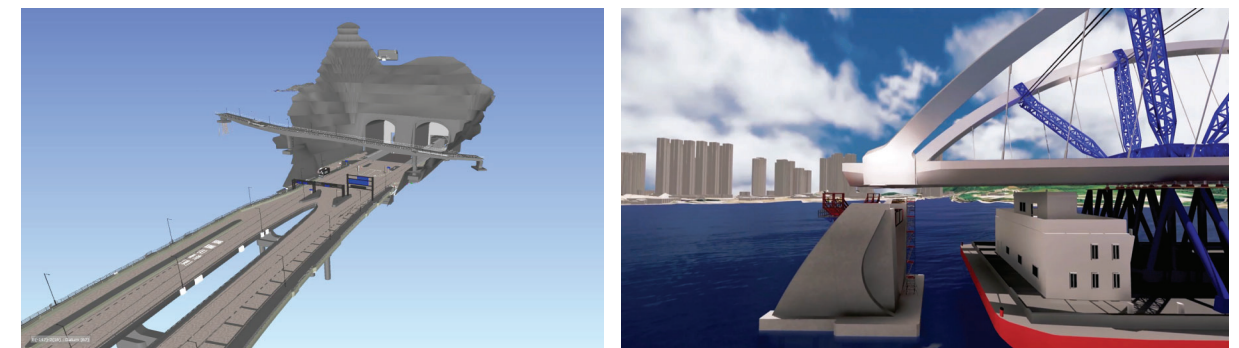
為提升安全性、品質、溝通、協作及監督效率，項目在設計、供應、安裝、運作及檢查中均採用了不同數碼技術。

To enhance safety, quality, communication, collaboration and supervision efficiency, various digital technologies were implemented in the design, supply, installation, operation and inspection of the project.

建築信息模擬 Building Information Modelling (BIM)

建築信息模擬是一種在建築設計和施工階段，以及在資產生命週期中生成並管理建築數據的過程。通常，此過程運用建築模擬軟件來創建造物的三維模型，包括其物理和功能特點。

BIM is the process of generating and managing building data during the design and construction stage as well as the asset life cycle. Typically, the process uses building modelling software to create a 3D model of structure, including its physical and functional characteristics.



將藍隧道：模擬建造隧道出入口的過程
TKO-LTT: simulation of the construction process of tunnel portal

跨灣連接路：模擬安裝雙拱鋼橋的過程
CBL: simulation of the erection of double-arch steel bridge

數字孿生 Digital Twin

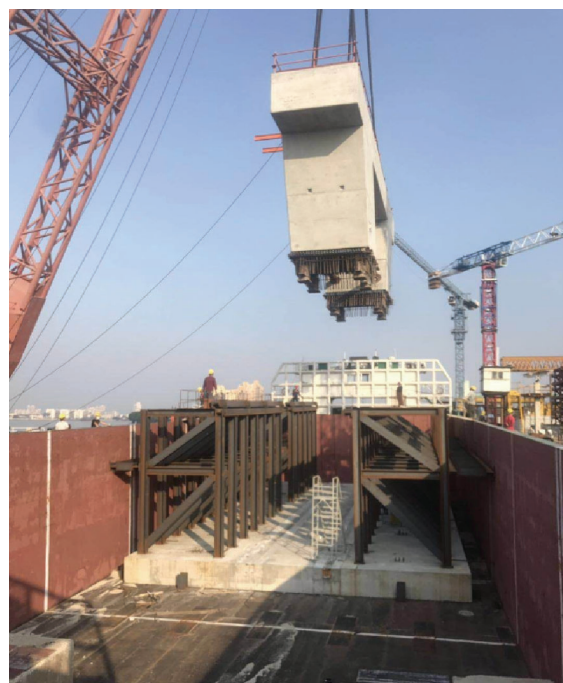
「數字孿生」技術通過綜合數碼共用平台建立的單一真實資訊來源來管理資訊，並提供資訊予預製與施工階段供應鏈的各合作伙伴。在現場建造前，可以在虛擬平台上模擬建造活動。綜合數碼共用平台環境所支援的跨境數位化系統的整合使用，協助項目團隊應對疫情所造成的不便。

The “digital twin” technique was applied via the Common Data Environment (CDE) – an established single source of truth for information management – which was subsequently fed into different stages of the prefabrication and construction process delivered by each partner along the supply chain. The construction activities could be simulated on the virtual platform before being built on-site. The integrated use of the cross-border digitalisation system, supported by the CDE, helped the project navigate the challenges posed by the pandemic.

跨灣連接路：安裝跨灣大橋橋墩 Pier Erection at CBL



線上模擬
Virtual simulation



真實施工情況
Construction situation

斬

06

Cutting Edge

新

隧道分支 Tunnel Bifurcation



香港首條採用鑽爆法建造分支結構的隧道，跨度達38米

The first bifurcated tunnel in Hong Kong using the drill and blast method, with a span length of 38 m

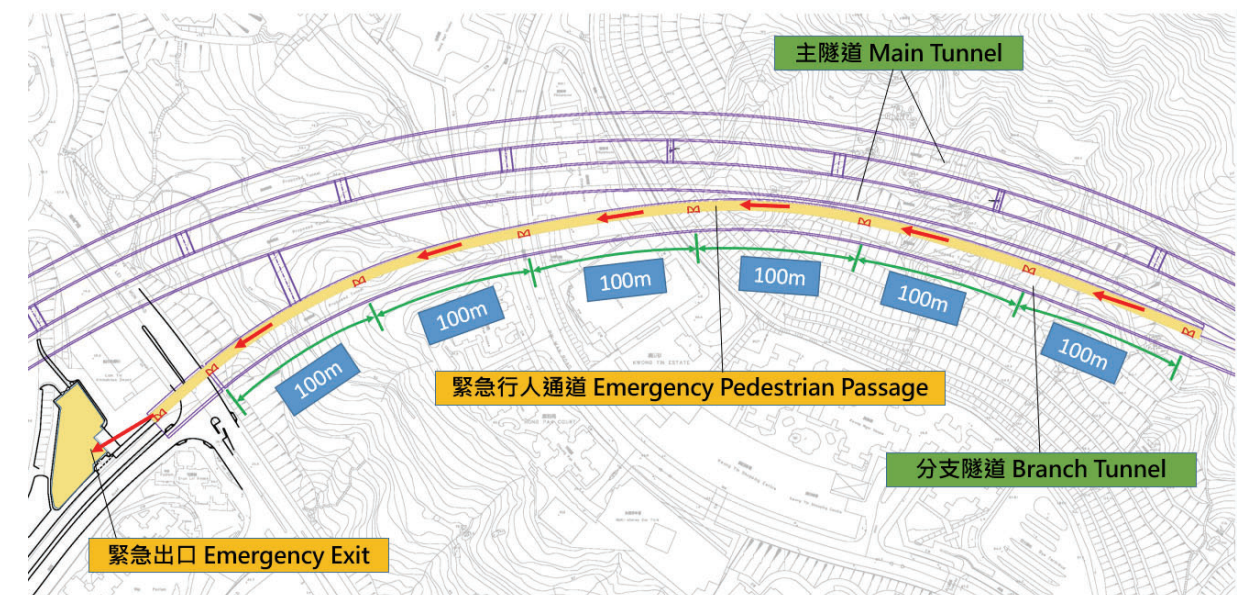
本工程项目其中一項重大成就，是採用了鑽爆法建造了分支結構的隧道，為香港首例。闊達38米的跨度為隧道建造工程帶來了重大挑戰，尤其是需要控制挖掘斷面及穩定中間的石柱。

The project accomplished a significant achievement by tunnelling a branch tunnel with tunnel bifurcation – the first time for a road tunnel in Hong Kong – using drill and blast method. The 38-m excavation span at the turnout presented a major tunnelling challenge, particularly in controlling the excavation profile and maintaining stability of the rock pillar in between.

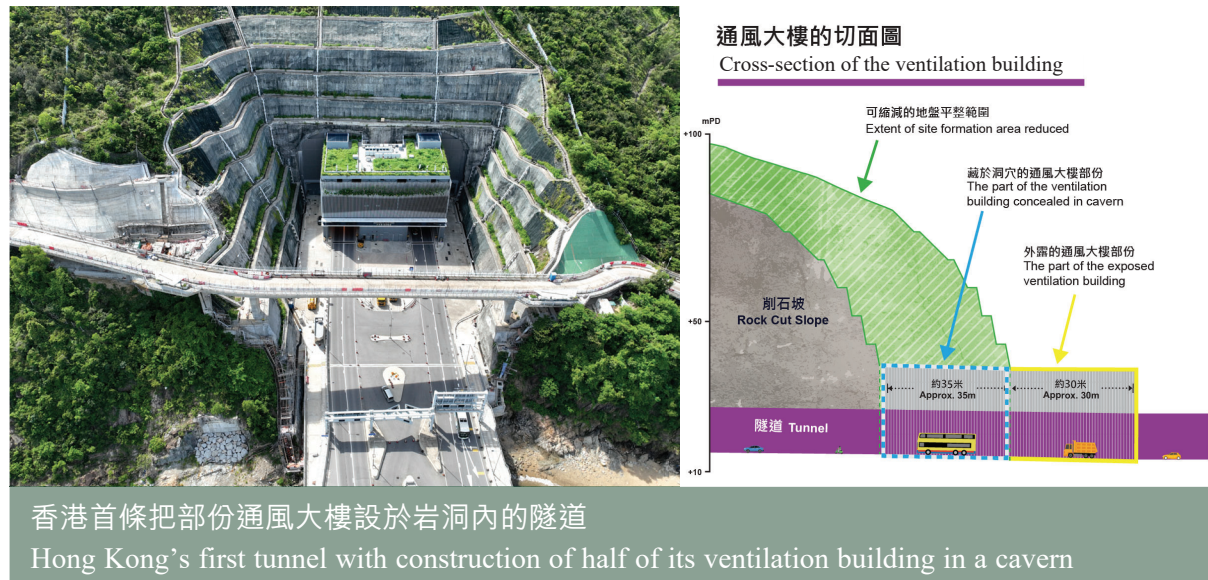


分支隧道設有緊急通道，在發生緊急事故時，隧道使用者可經緊急通道離開隧道。

In case of an emergency incident, tunnel users may leave the tunnel via the emergency pedestrian passage located at the branch tunnel.



半岩洞設計 Semi-cavern Design



把部份通風大樓設於岩洞內，縮減了破石的範圍，從而減少製造建築及拆卸物料，以及減低大樓可造成的視覺影響。由於建築物外露部分的佔地面積較小，也減少在山坡進行挖掘和打入泥釘。切坡面積減少了46%，有助於保護珍貴的綠化地帶。

As part of the ventilation building is in a cavern, the extent of rock breaking area was significantly reduced, thereby minimising the amount of construction and demolition materials and the respective visual impact. The exposed part of the building occupied a smaller footprint that significantly reduced the excavation and soil nail works at the steep terrain. The slope cutting area was reduced by 46%, helping to preserve valuable green belt habitat.



岩洞挖掘 Cavern excavation



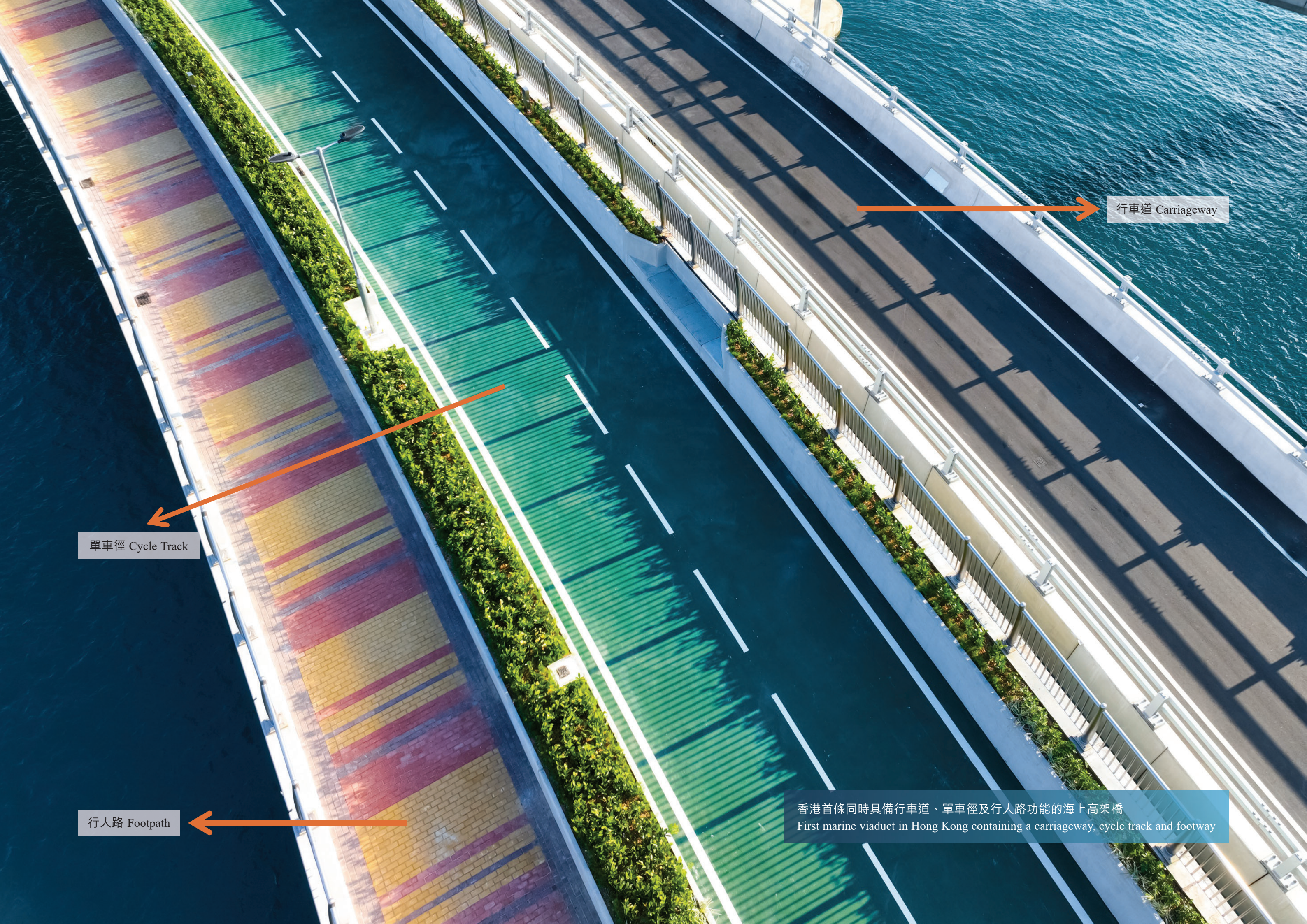
在岩洞內建造通風大樓 Construction of ventilation building in cavern



岩洞挖掘 Cavern excavation



東通風大樓 East Ventilation Building



行車道 Carriageway

單車徑 Cycle Track

行人路 Footpath

香港首條同時具備行車道、單車徑及行人路功能的海上高架橋
First marine viaduct in Hong Kong containing a carriageway, cycle track and footway



- 行車道與單車徑及行人路之間以2.5米高的屏障完全分隔，以保障單車人士和行人的安全。屏障上方為透明物料，避免阻擋兩旁景觀
- 行人路旁設有1.5米高及向內傾斜的欄杆，保障行人安全
- 結合現有單車徑，組成 5 公里沿將軍澳灣的環迴單車徑
- 2.5 m high isolation panels are installed between the carriageway and the cycle track/footway to safeguard cyclists and pedestrians. The upper part of the panels is transparent to avoid blocking the scenic view on both sides.
- 1.5 m high inward-leaning balustrades are installed along the footpath, to ensure pedestrian safety.
- Together with the existing cycle tracks, there is now a 5 km coastal cycle track loop along Junk Bay.



香港最大跨度的鋼拱橋，主跨度達200米

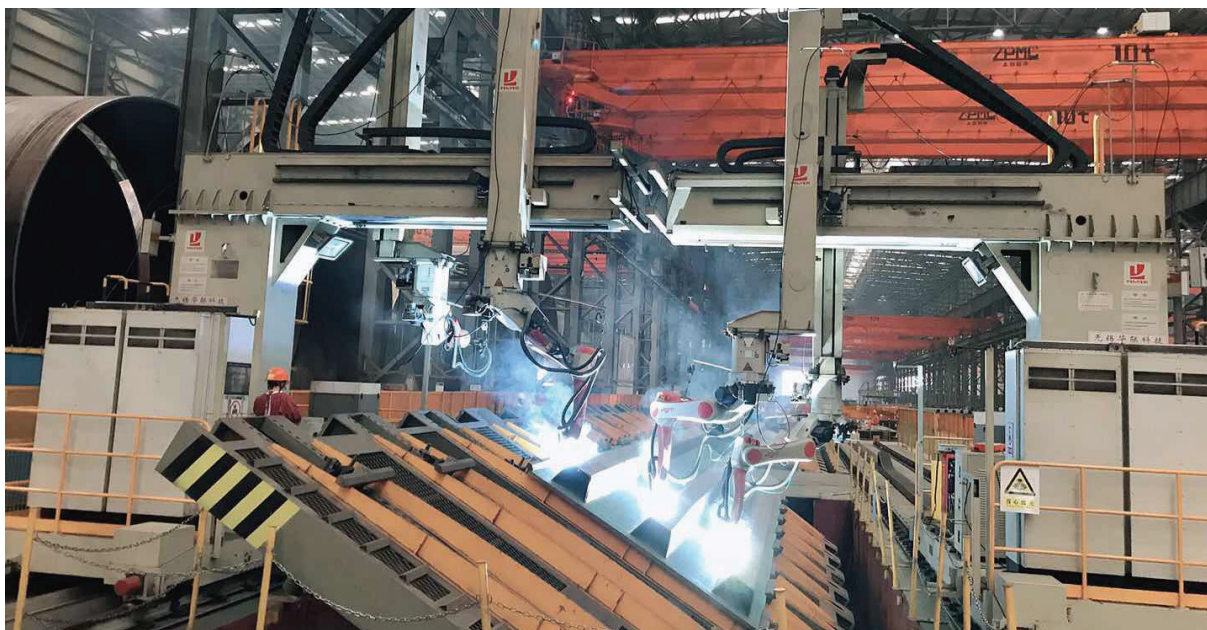
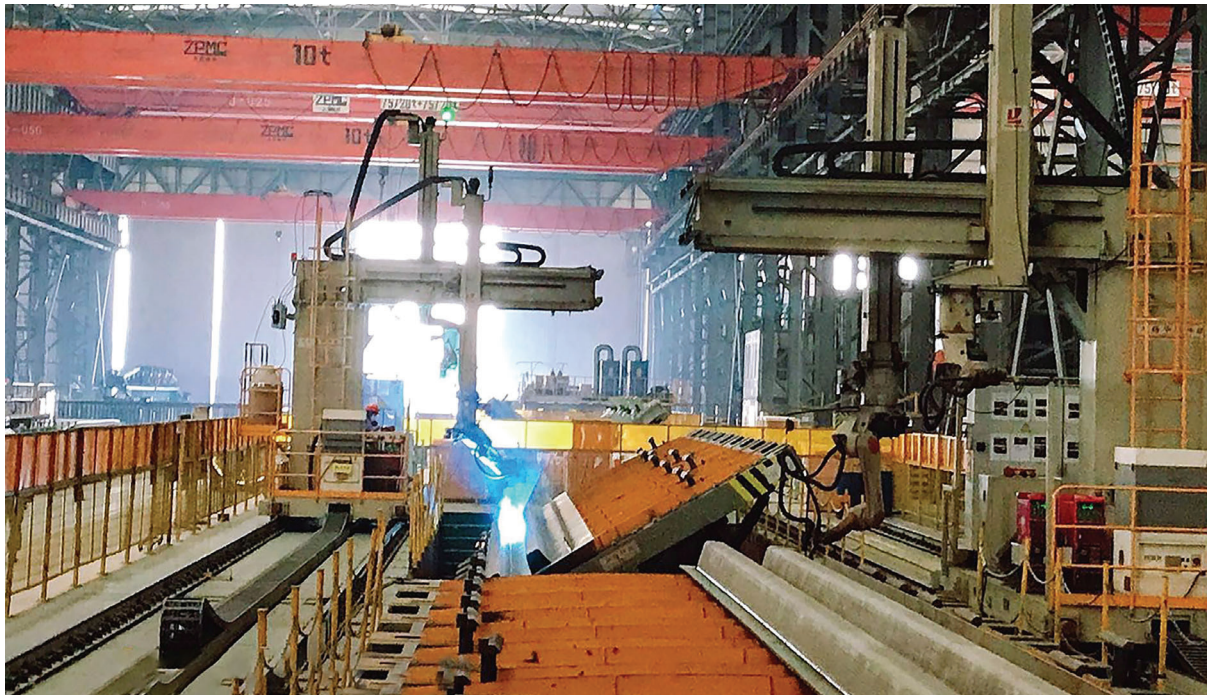
The longest steel arch bridge in Hong Kong with the main span of 200 m



香港首次在鋼橋結構中採用S690級高強度鋼材

First bridge in Hong Kong to adopt Grade S690 high-strength steel in the bridge structure

S690QL 預熱焊接 S690QL Welding Preheating



S690QL是一種經過熱處理的強化鋼材。焊接前需嚴格控制預熱溫度及層間溫度，以防止鋼材產生裂紋。焊接後，進行了加熱後處理，把鋼材的溫度控制在攝氏200至250度之間，持續2小時，以降低焊縫的脆性，提高焊接接頭的綜合性能。

S690QL is a heat-treated and strengthened steel. Preheat temperature and interlayer temperature were meticulously controlled before welding to prevent cracks. After welding, post-heat treatment was carried out by controlling the temperature within 200-250 degrees Celcius for 2 hours, so as to reduce the brittleness of the weld and improve the comprehensive performance of the weld joint.



可持續設計 Sustainable Designs

半岩洞設計 Semi-cavern Design

將大部分風機和設備室置於地下，顯著減少了佔地面積，同時減低了在將軍澳隧道入口陡峭地形上進行挖掘和打入泥釘的需求，有助於保護綠化帶。

Underground placement of the majority of fan and plant rooms, resulting in a smaller footprint and significantly reducing excavation and soil nail requirements at the steep terrain of the TKO portal. It helped to preserve valuable green belt habitat.



一地多用 Single Site, Multiple Use

工程採用「一地多用」模式，把P2路上蓋變成將藍公路花園，供市民休憩。

By adopting a Single Site, Multiple Use model, the project provided a leisure and recreational area (Tseung Lam Highway Garden) on top of the access road, Road P2.



持 07 Sustainability
續

減少填海 Reducing Reclamation

將藍隧道採用不設收費廣場的隧道方案，大幅減少填海面積，隧道長度也同時縮短。

The TKO-LTT project adopted a tunnel scheme without a toll plaza, greatly reducing the extent of reclamation and shortening the alignment.



縮小填海的範圍 Reduced reclamation

隧道長度由

Tunnel length is reduced from

4.8 公里 減至 **2.2** 公里
km to km

填海面積由

Extent of reclamation is reduced from

12 公頃 減至 **3** 公頃
ha to ha

保留文化遺產及社會習俗

Preservation of Cultural Heritage and Social Customs

位於藍田交匯處西端的茶果嶺段，以隧道形式於茶果嶺村地底下的岩層中通過。該段隧道於觀塘海濱與啟德發展計劃的T2主幹路相連，而整段隧道也遠離茶果嶺天后廟。

To the west of the Lam Tin Interchange, the tunnel is embedded in bedrock running beneath the Cha Kwo Ling Village. This section of tunnel connects to the Kai Tak Development's proposed Trunk Road T2 at the Kwun Tong waterfront while maintaining a distance from the Cha Kwo Ling Tin Hau Temple.



隧道毗鄰將軍澳華人永遠墳場，為配合工程，我們重置了一段橫跨將軍澳出入口高架橋的行人天橋。工程期間，工程團隊一直與華人永遠墳場管理委員會緊密溝通，儘量減低對前往將軍澳華人永遠墳場人士的影響。為便利市民前往將軍澳華人永遠墳場掃墓，於清明節和重陽節前後在通往墳場的道路實施有限度施工。

TKO-LTT neighbors Junk Bay Chinese Permanent Cemetery. To facilitate the construction works, a portion of the footbridge spanning across the viaduct at the tunnel portal at TKO side was realigned. During the construction period, the project team closely liaised with the Board of Management of the Chinese Permanent Cemeteries to minimise impacts to the public heading for the Junk Bay Chinese Permanent Cemetery. In addition, limited works arrangements were made during the weeks before and after Ching Ming and Chung Yeung Festivals for the convenience of the public.

海事工程

Marine Works

珊瑚遷移 Translocation of Corals

在路線方案選擇的過程中，已很大程度上避免或減少對重要生態資源（如照鏡環的自然海岸線、在將軍澳灣西部海岸具中至高度生態價值的天然珊瑚群落、因其他發展項目而遷移至附近的珊瑚、自然河流、海洋生物的潛在棲息地）的潛在直接影響。為盡可能減低工程對珊瑚群落的直接影響，團隊也已實施了珊瑚遷移措施。

Potential direct impacts on significant ecological resources of conservation importance (e.g. natural coastline along Chiu Keng Wan, natural coral communities with moderate to high ecological value on western coast of Junk Bay, coral recipient sites for translocation under other development projects, natural streams, and potential habitats of marine lives) were avoided or minimised in the alignment option selection process. Direct impact on coral community had been minimised through coral translocation measures as far as possible.

臨時鋼圍堰 Temporary Steel Cofferdam

為建造將軍澳P2路的地下通道，工程團隊建造了一個圍繞海上地盤的臨時鋼圍堰，以圍封疏浚挖泥及填海工程。這是首次在本港採用雙水閘系統的填海工序，讓工作躉船可通過圍堰而不影響附近水質。

To construct the underpass for Road P2 at TKO, a temporary steel cofferdam around the marine site was built to enclose the dredging and reclamation works. TKO-LTT was the first project in Hong Kong to install a double water gate for reclamation works, allowing working barges to pass through the cofferdam without affecting the quality of the adjacent water.



預製減少現場施工

Prefabrication Minimises Works Onsite



透過大規模預製組件，減少對工地周邊環境的潛在影響。

Individual bridge components were largely prefabricated offsite, hence minimising the potential environmental impact on the surroundings.

將藍隧道的預製組件 Prefabricated Components for TKO-LTT

藍田交匯處的高架橋總共由362件預製組件組成，而單一預製組件最高重達60公噸（即約4部雙層巴士的重量）。

Lam Tin Interchange includes viaducts comprising 362 pieces of precast segments. The heaviest single segment weight was up to 60 tonnes (approximately weight of 4 double-decker buses).



跨灣連接路的預製組件 Prefabricated Components for CBL



高強度鋼材

Use of High-Strength Steel



S690級鋼材的碳當量值較S355級鋼材的高約50%。S690級高強度鋼材能以相對輕巧的結構承受同一程度的設計負荷。因此，用到的鋼材亦相應較少，從而減低碳排放。

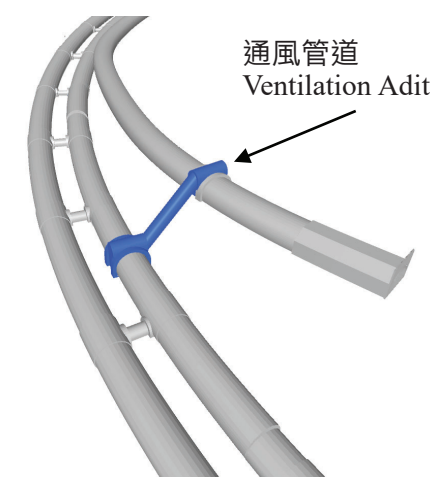
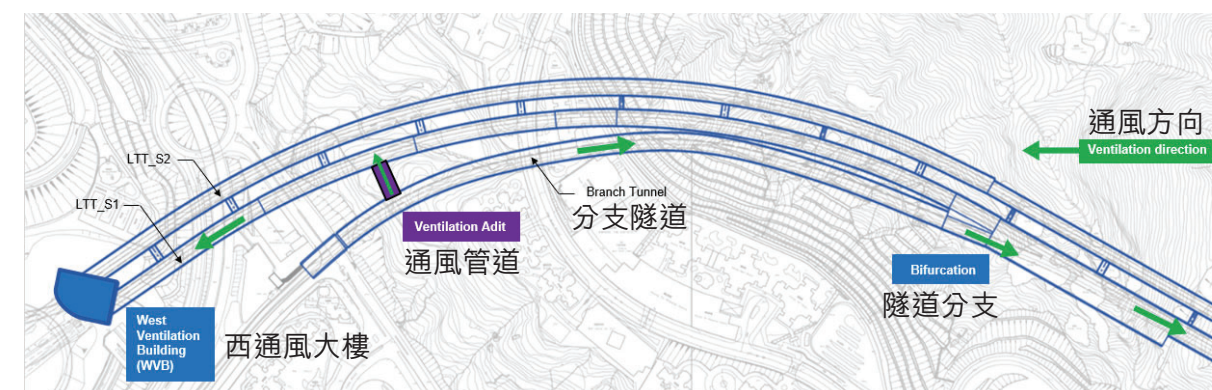
The carbon equivalent value (CEV) of Grade S690 steel is about 50% higher than that of Grade S355. The S690 high-strength steel can withstand the same level of design loads in a relatively lightweight structure. Less steel is used as a result, leading to the reduction of carbon emissions.

	傳統建造方案 Conventional Scheme	採用方案 As-constructed Scheme
鋼橋 Steel Bridge	- 橋拱及橋面使用S355級鋼材 Grade S355 for steel arches and deck - 採用部分預製件及現場組合 Partial prefabrication and on-site assembly	- 橋拱使用S690級鋼材 Grade S690 for steel arches - 橋面使用S420級鋼材 Grade S420 for steel deck - 採用全面預製及浮托法 Full prefabrication & float-over erection

實體碳減少百分比 Percentage of Reduction in Embodied Carbon

23%

通風管道 Ventilation Adit



由於空間限制，分支隧道的通風由西通風大樓同時處理，通風管道連接主隧道和分支隧道，同時採用了45度的傾斜設計，能更有效地減少隧道通風系統的壓力損失及能源消耗。

Due to space constraints, ventilation of the branch tunnel had to rely on the West Ventilation Building. A ventilation adit, built by connecting the main and branch tunnels was designed with a 45-degree inclination, which was more efficient in reducing pressure loss as well as the energy consumption of the tunnel ventilation system.

亮 08 Special Features 點

臨時行車運輸橋 Temporary Vehicular Conveyor Bridge



為妥善運輸大量建造及拆卸物料及用以建造高架橋的大型預製組件，工程團隊建造了一道橫跨茶果嶺道的臨時行車運輸橋。運泥車利用臨時行車運輸橋進出工地，以減少對茶果嶺道的交通負荷及環境影響。

To transport construction and demolition materials and large-sized precast units for the construction of the viaduct, a temporary vehicular conveyor bridge spanning over Cha Kwo Ling Road was constructed. The dump trucks accessed the construction sites via the temporary vehicular conveyor bridge, thus reducing traffic loads and environmental impacts on Cha Kwo Ling Road.

隧道排煙系統 Tunnel Smoke Extraction System

隧道設有排煙系統，以便發生火警時把濃煙抽出或定向排走。

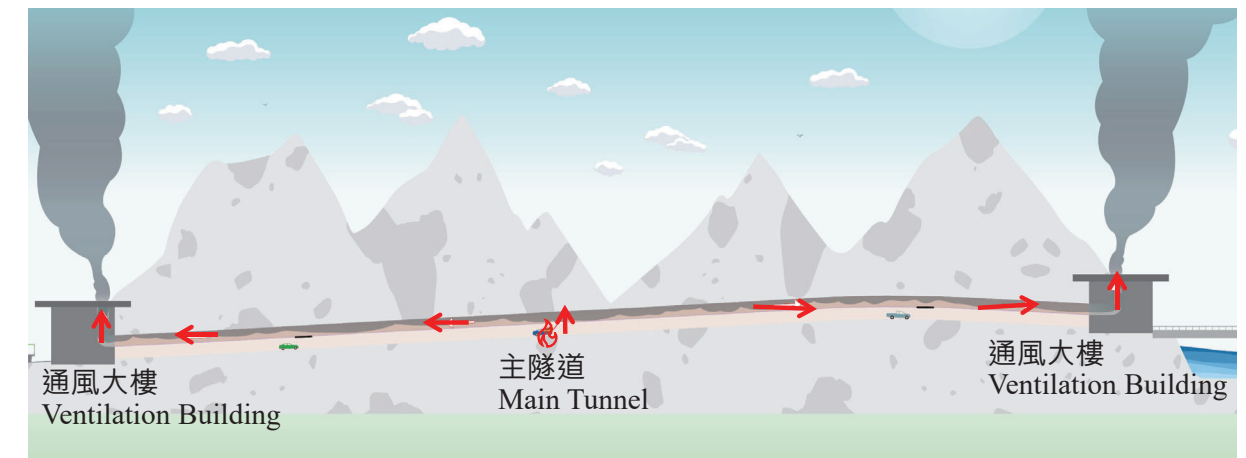
當火警發生時，高溫警報就會響起，相關區域的防火防煙風閘會打開，而在兩座或任何一座通風大樓中的通風風扇會由操作人員手動啟動，或在一段時間後自動啟動，有效排出煙霧。

排煙系統對維護隧道安全至關重要，可確保有效排出煙霧、改善能見度，以及在火災時降低隧道內人員吸入煙霧的風險。

The tunnel has a smoke extraction system, which can draw out heavy smoke or have it discharged in a fixed direction.

When fire happens, a high temperature alarm rings. The fire and smoke damper at the concerned zone will be opened and the tunnel ventilation fans inside either or both ventilation buildings will be activated manually by the operator or automatically after a certain period, to extract smoke efficiently through the opened damper.

This system is crucial for maintaining tunnel safety by ensuring efficient smoke extraction, improving visibility, and reducing inhalation risks for individuals in the tunnel during a fire emergency.



→ 煙霧方向 Smoke Direction



隧道通風風扇 Tunnel ventilation fan



防火防煙風閘 Fire and smoke damper



隧道空氣質素監測系統 Tunnel Air Quality Monitoring System

隧道空氣質素監測系統由偵測氣流、溫度、能見度以及一氧化碳和二氧化氮水平的感應器組成。

The Tunnel Air Quality Monitoring System (AQMS) consists of sensors to detect air flow, temperature, visibility as well as levels of carbon monoxide and nitrogen dioxide.



二氧化氮感應器 NO2 sensor



溫度感應器及一氧化碳過濾器 Temperature sensor & carbon monoxide filter



鋼拱檢查車 Arch Rib Inspection Cradles



360度旋轉式機械吊臂及伸縮工作平台
360° mechanical arm and an extendable working platform



鋼拱橋配備兩台鋼拱檢查車，提供安全及高效的檢測及維護。由於檢查車運作期間，需要臨時封閉一條行車線，檢查車設計為快速組裝及拆卸的標準模組，以縮短安裝及拆除的時間，減少對交通的影響。

Two Arch Rib Inspection Cradles (ARIC) are in place for safe and efficient inspection and maintenance. As one traffic lane would be temporarily closed during the operation, ARIC is designed as a standard module for quick assembly and disassembly to minimise disruption to traffic.



51米卡車裝載式高空工作平台

51-metre Truck-Mounted Aerial Working Platform



51米卡車裝載式高空工作平台的工作平台最高可達51米，橫向可伸延到33米，是政府工程部門車隊延伸臂最長的道路維修車輛。工作平台垂直旋轉範圍達220度，水平旋轉範圍達440度，讓工程人員直接和輕易檢查大橋鋼拱、斜拉鋼索、橋身外側，以至橋底各個不同位置。

The 51-metre truck-mounted aerial working platform with a working platform of up to 51 m and a lateral reach of up to 33 m is the road maintenance vehicle with the longest extension arm in the fleet of government works departments. With a vertical rotation angle of 220 degrees and a horizontal rotation angle of 440 degrees, the working platform allows direct and easy inspection of the arch ribs, cable-stayed cables, the outer side and the underside of the bridge.

用於鋼拱檢查和維修的樓梯

Staircase Installation for Arch Rib Inspection and Repair



鋼拱內設置樓梯，方便全面檢查與維修鋼拱表面。從橋頭可進入鋼拱，而進入前，將執行全面的安全程序，包括但不限於安全培訓、提供通風系統和氣體檢測。

A staircase is installed inside the internal arch ribs to facilitate comprehensive inspection and repair of the arch rib surfaces. Access to the arch ribs is provided from the pier heads. Before entering the area, a comprehensive safety procedure is executed, which includes, but is not limited to, safety training, provision of a ventilation system, and gas detection.

除濕機系統 Dehumidification System



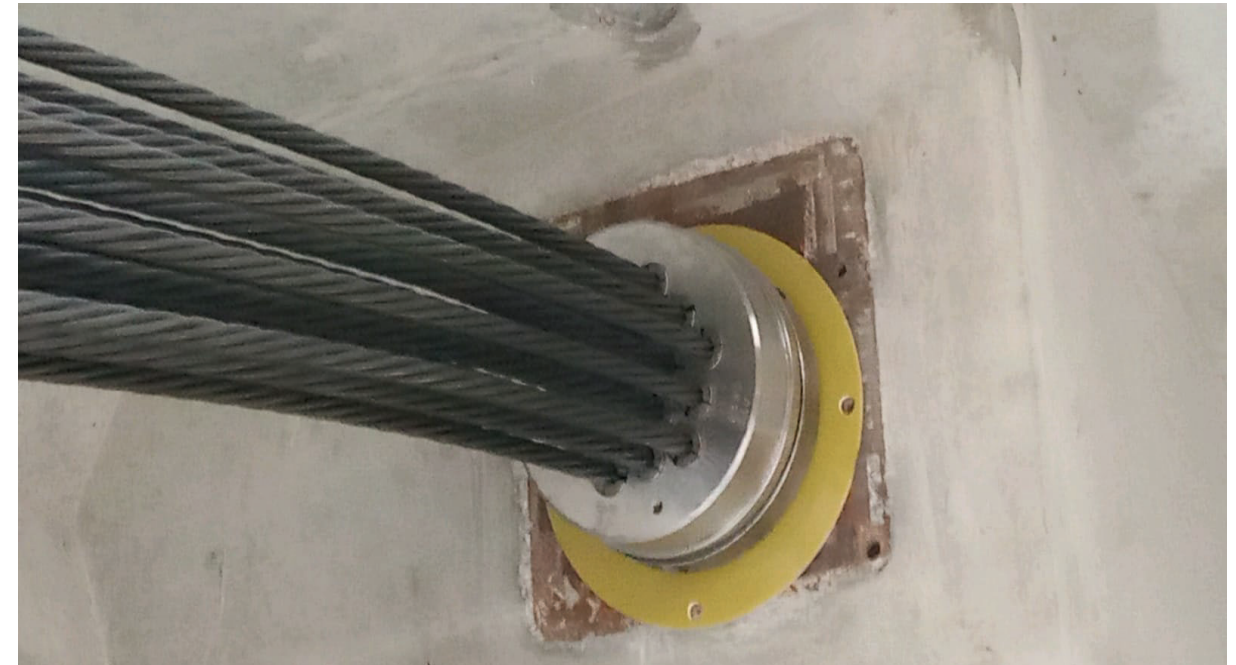
項目設置了兩個除濕系統，以保護鋼結構免受附近海洋環境的腐蝕，延長橋樑的使用壽命。

設計原理是將乾燥的空氣輸送到鋼橋面和鋼拱內，使其與外部對比，保持較內乾燥的狀態。鋼橋面和鋼拱內部的相對濕度控制在40%-60%之間，當相對濕度超過60%時，除濕系統將自動啟動。

Two dehumidification systems are provided to protect the steel structure from corrosion from the nearby marine environment, extending the life span of the bridge.

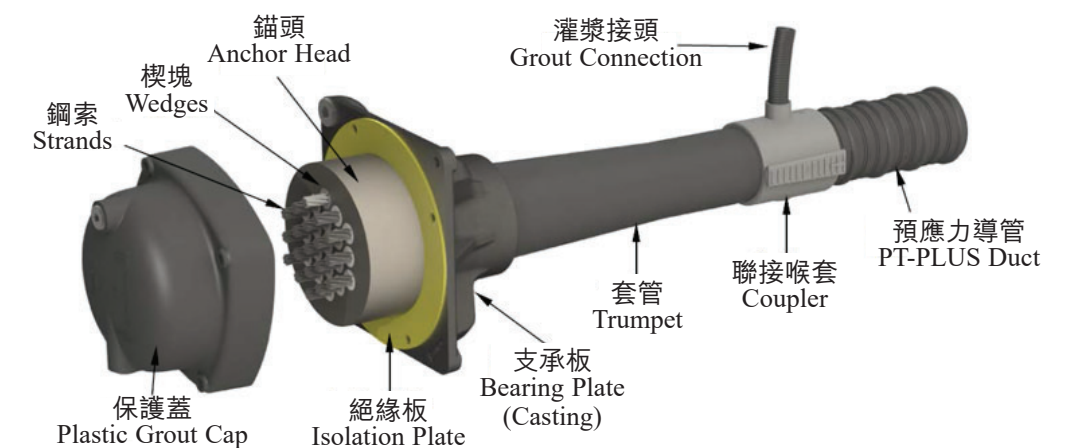
The design principle is to send out dry air to the steel decks and arch ribs to keep them under a relatively dry condition compared to the outside. The dehumidification system is only activated when the relative humidity inside the steel decks and arch ribs is outside of the normal range of 40% to 60%.

電絕緣鋼纜 Electrically Isolated Tendons



電絕緣鋼纜的作用是可以透過測量鋼纜及混凝土結構之間的電阻，監測鋼纜的狀況，從而了解鋼筋的腐蝕程度。

The function of Electrically Isolated Tendons is to monitor the condition of the tendons by measuring the electrical resistance between the tendons and the concrete structure. This allows for the assessment of the corrosion level of the reinforcement.



調諧質量阻尼器 Tuned Mass Dampers



鋼橋設置了調諧質量阻尼器，以抑制渦流引起的垂直和扭轉振動，從而提高使用者舒適度並延長結構的壽命。

Tuned mass dampers were designed for the steel bridge, in order to suppress vortex-induced vertical and torsional vibrations, which would in turn lead to better user comfort and a longer fatigue life of the structure.

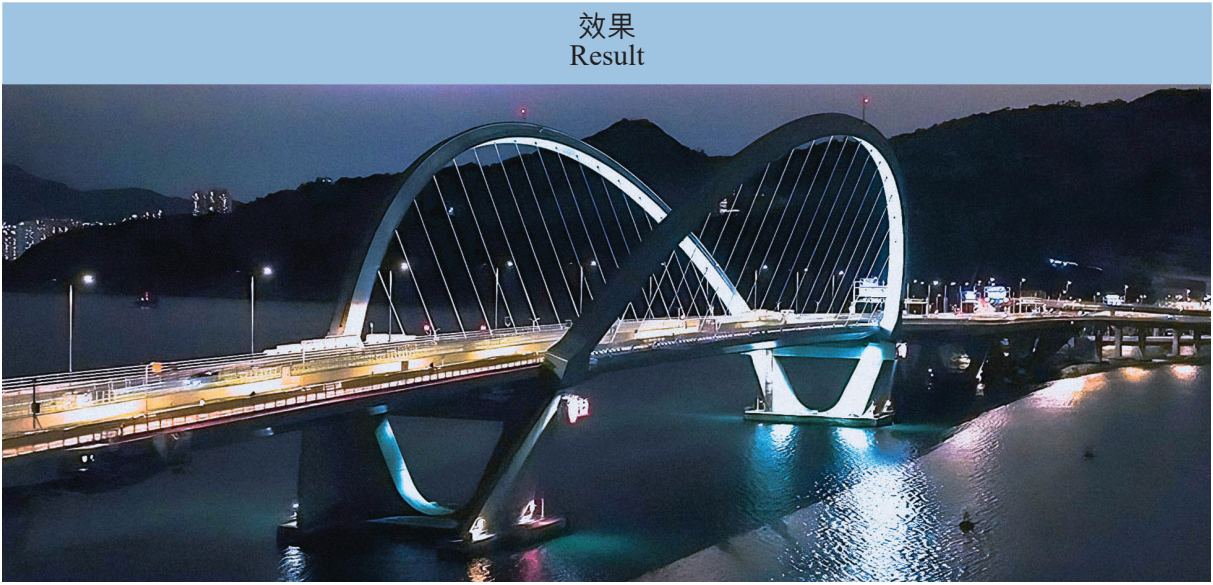
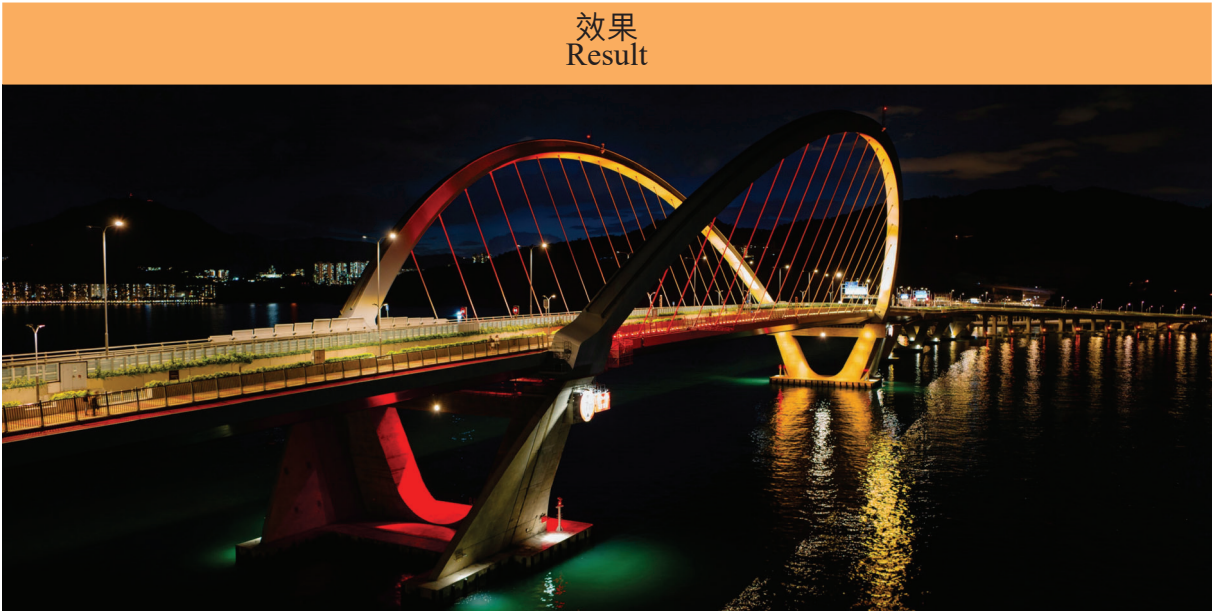
建築照明 Architectural Lighting



大橋設置節能和長壽的發光二極管泛光燈，於平日每晚亮起彩色的燈光，燈光效果亦可靈活地演變。獨特的燈光設計展現出跨灣連接路無限活力，點亮將軍澳灣的夜晚。

The bridge is installed with high energy efficiency and long-life LED floodlights with illumination scheduled every day. The distinctive lighting designs bring out the vitality of the Eternity Arch and invigorates the night at Junk Bay.

主題設計 Theme Design	色調 Tone	日期 Date
聖誕及新年 Christmas and Chinese New Year	紅色 Red 迎合節日的喜慶氣氛 in celebration of the festivals	12月24至26日及 農曆新年初一至初七 24 to 26 December & The first day to the seventh day of the Lunar New Year
效果 Result		
		

主題設計 Theme Design	色調 Tone	日期 Date
情人節 Valentine's Day	白色 White 仿照鑽石顏色 resembling the color of diamond	2月14日及3月14日 14 February and 14 March
效果 Result		
		
主題設計 Theme Design	色調 Tone	日期 Date
元宵和中秋節 Lantern Festival and Mid-Autumn Festival	橙色 Orange 仿照燈籠的光源 resembling the glare of the lanterns	農曆正月十五及八月十五 15th of the 1st and 8th lunar month
效果 Result		
		

鋼橋瀝青路面 Flexible Pavement on Steel Bridge



鋼橋上的路面由兩層瀝青組成：瀝青砂漿及特殊石瀝青砂漿。這種專門瀝青路面可承受鋼橋面結構引起的變形，並能暴露於最高達攝氏70度的炎夏。

The pavement of the steel bridge consists of two layers: mastic asphalt and special stone mastic asphalt. This specialised flexible pavement was selected for the steel bridge deck to withstand the dynamic movements caused by the steel deck structure and the hot summer of up to 70° C.

爆破工程 爭分奪秒 Racing against Time for Blasting Works

由於將藍隧道的走線貼近港鐵鐵路軌道及設施，確保爆破工程不會影響行車安全至為重要。在港鐵鐵路隧道範圍附近的爆破工程安排了在深夜列車停駛時段內施工。至於明山爆破工程，則於日間進行。就此，工程團隊一直與港鐵公司保持緊密聯繫，特別安排在下午非繁忙時段列車停站的三分鐘空檔期內進行爆破。

在港鐵隧道管道內安裝了即時自動監測系統和震動傳感器，全面覆蓋影響範圍，並開發了一套即時收集監測數據的演算法，使港鐵在爆破後能盡早恢復正常運作。

With the alignment of TKO-LTT in close proximity to the MTR tunnel tubes and facilities, it was paramount that we ensure commuters' safety during blasting works. To do this, blasting works near the MTR tunnel tubes were conducted in the early hours of the morning, outside the train service hours. Meanwhile, open blasting works were carried out in daytime. The project team worked closely with MTR Corporation Ltd. to conduct blasting works within the three-minute platform dwell time during non-peak hours in the afternoon.

A real-time automatic deformation monitoring system and vibration sensors were installed within the MTR tunnel tubes with full coverage of the influence zone, and an algorithm was developed to collect monitoring data instantaneously, enabling the resumption of normal MTR operations as early as possible after the blasting.



全面廣泛的爆破影響監測

Extensive and Comprehensive Blasting Impact Monitoring



為盡量減低爆破對周邊環境的潛在影響，主要是民居及已評級的歷史建築物和老化的村落，團隊設計及實施了多項安全措施，包括在隧道口安裝消音器、防爆門及多層防護網，以及完善的監察及通報機制。

To minimise potential impacts to the sensitive surroundings brought about by blasting, which were largely residential with some graded historic buildings and an aging village, the team devised and implemented various safety measures, including installation of silencers, blast doors and multi-layer protective nets at tunnel portals, together with a comprehensive monitoring and notification mechanism.

藍田交匯處
Lam Tin Interchange

1,132 爆破
blasts

主隧道及分支隧道
Main and Branch Tunnels

1,785 爆破
blasts

嚴謹建造規劃

Careful Construction Planning

藍田交匯處的六段高架橋，總長約900米，總平面面積約10,800平方米，佔藍田交匯處總面積約10%。高架橋總共由362件預製組件組成，在狹窄嚴峻並且靠近岩石開挖的位置以雙臂澆築法進行組裝及建造，而單一預製組件最高重達60公噸（即約4部雙層巴士的重量），而完成後的高架橋離地面最高達32米（即約10層樓的高度）。

The interchange included 6 elevated viaducts with a total length of about 900 m and total area of about 10,800 m², accounting for about 10% of the total area of Lam Tin Interchange. The viaducts comprising 362 no. of precast segments were constructed using the balanced cantilever method within a congested and difficult terrain and close to rock excavation works. The heaviest single segment weighted up to 60 tonnes (approximately weight of 4 double-decker buses) and the viaducts were up to 32 m above ground (approximately height of 10-storey building).



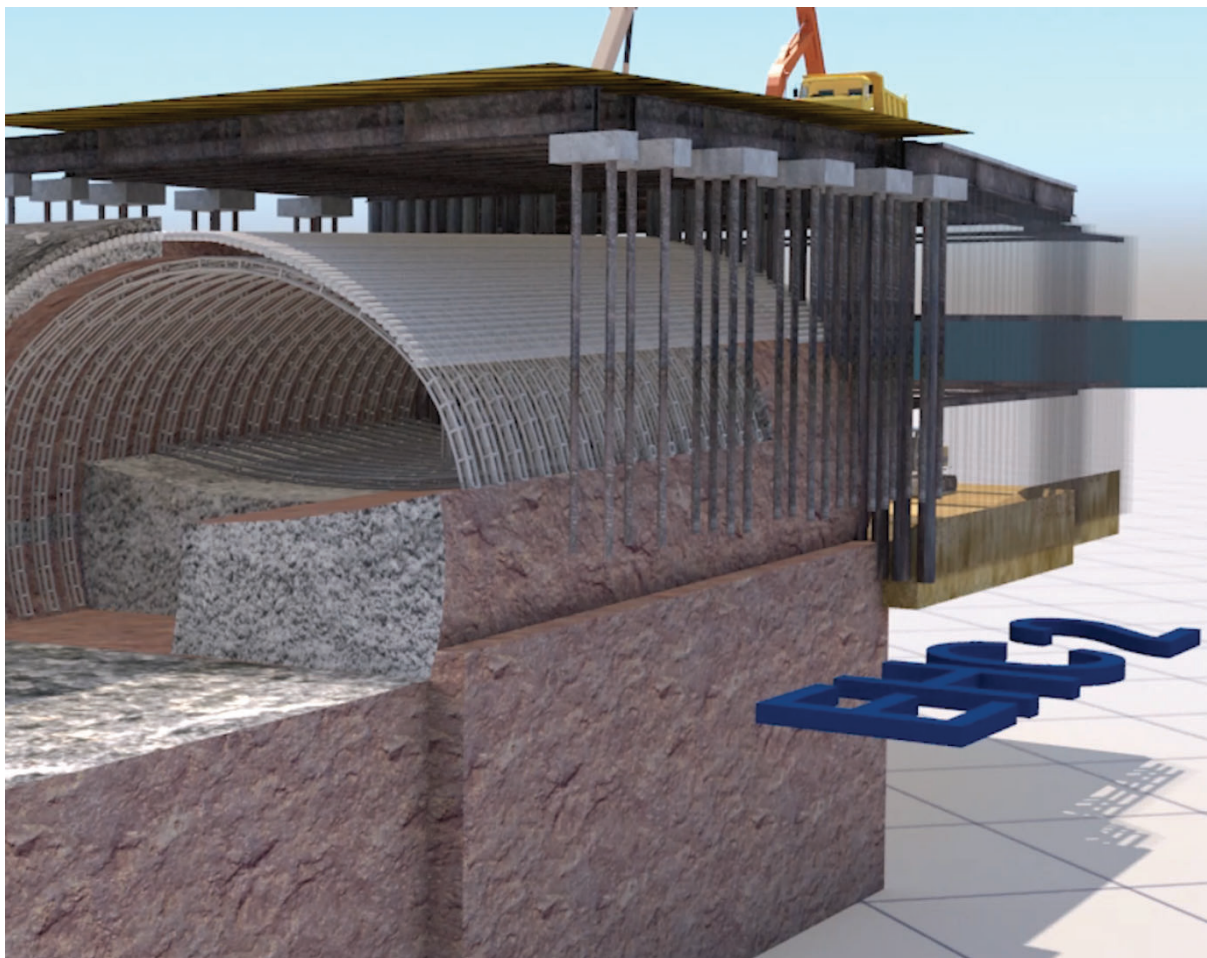
配合運輸大量建造及拆卸物料及用以建造高架橋的大型預製組件，建造了一道橫跨茶果嶺道的臨時行車運輸橋。

To transport construction and demolition materials and large-sized precast units for the construction of the viaduct, a temporary vehicular conveyor bridge spanning over Cha Kwo Ling Road was constructed.

鯉魚門道暗挖隧道 Mined Tunnel at Lei Yue Mun Road

本項目需要於鯉魚門道下開挖隧道，僅3米高的覆土、地下公共設施及龐大的車流量，均是主要的施工限制。在暗挖隧道時，需在隧道與水管/煤氣管之間精確地鋪設管道，並由格柵樑支撐。除了支撐系統外，還在暗挖隧道上方建造了馬路鋼板。

The project required mining a tunnel under the Lei Yue Mun Road. The 3 metres ground cover, underground utilities and maintaining the significant traffic flow at this working location, were some of the major construction constraints. The mined tunnel approach required precise pipe roofing between the tunnel and the water/gas mains, supported by lattice girders during the excavation. In addition to the excavation support system, a traffic deck was constructed over the mined tunnel.



暗挖隧道模擬 Mined tunnel simulation



工程躉船 Work Barges

因應工程的規模及位置，團隊安排大型工程躉船，協助完成大橋組裝工作。

Given the scale and location of the construction works, work barges were employed to facilitate the fabrication works.

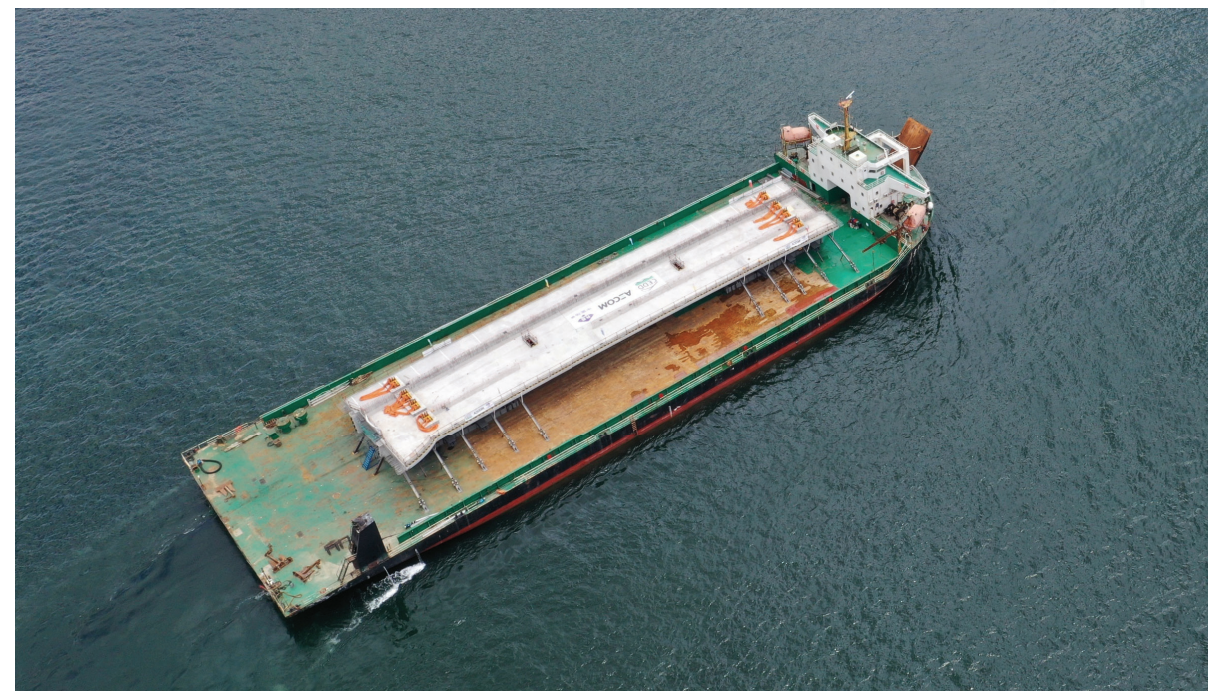
建揚誠和 Jian Yang Cheng He



結構吃水
Draft 5.2 米
m

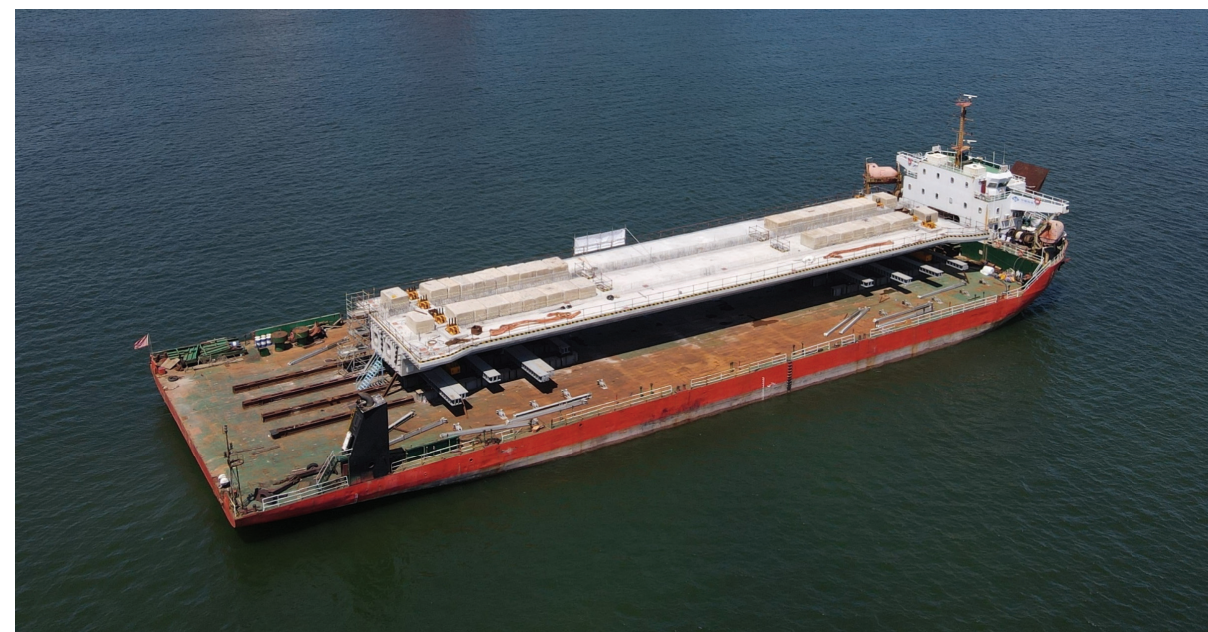
長 x 寬 x 深
Length x Width x Depth 130 x 28 x 7.8 米
m

星秀傳奇 Xing Xiu Chuan Qi



長 x 寬 x 深
Length x Width x Depth 115 x 35 x 7.5 米
m

泛舟9 Fan Zhou 9



結構吃水
Draft 5.3 米
m

長 x 寬 x 深
Length x Width x Depth 142.8 x 32.3 x 8 米
m

振半潛一 Zhen Ban Qian Yi



結構吃水
Draft 4.5 米
m

載重噸位
Deadweight Tonnage 15,000 公噸
tonnes

一航津泰 Yi Hang Jin Tai



長 x 寬 x 深
Length x Width x Depth 121.2 x 48 x 8 米
m

載重噸位
Deadweight Tonnage 4,000 公噸
tonnes

運輸用的自行式模塊運輸車

Self-Propelled Modular Transporter (SPMT) for Loading Out



工程團隊利用自行式模塊運輸車將整件預製箱形梁運往碼頭。這種運輸車輛由數量龐大的高壓輪胎和液壓油缸組成，專門用於運送大型結構物件，從而大大提升了效率和成本效益。

The team utilised Self-Propelled Modular Transporters (SPMT) to move the pre-assembled box girder bridge components to the pier. These transport vehicles, used for transporting large structural components, consist of a large number of high-pressure tires and hydraulic cylinders, thereby significantly improving efficiency and cost-effectiveness.

小橋跨大橋（將軍澳海濱南橋）

Stepping-Over for TKO Promenade Southern Bridge

在現有「北橋」以外，將軍澳海濱南橋（南橋）連接東邊水道兩岸，大大提升暢達性，便利市民出行，令將軍澳的社區發展日益完善。

南橋建造工程於2021年年初展開，為越過當時已架於海上的跨灣連接路，工程團隊採用小橋跨大橋方案，將在內地組建而成的南橋組件，經海路移送至將軍澳內灣工地位置進行組裝。

In addition to the existing “Northern Bridge”, the TKO Promenade Southern Bridge (Southern Bridge) connecting the two banks of the Eastern Channel greatly enhances connectivity, which in turn facilitates public mobility and community development.

The construction works of the Southern Bridge started in early 2021. Given the CBL then already in place, a stepping-over operation was specially devised to deliver the component to the Inner Junk Bay site for fabrication. The Southern Bridge was prefabricated in Mainland China and then transported to Hong Kong by sea.

- 1 使用起重船將南橋從將軍澳外灣吊起
Lift the Southern Bridge by delivery crane barge from the Outer Junk Bay
- 2 將南橋放置在跨灣連接路的臨時承托架上
Place the Southern Bridge onto the temporary supports on the CBL
- 3 起重船從跨灣連接路下穿過進入將軍澳內灣
Delivery crane barge enters the Inner Junk Bay by passing underneath the CBL
- 4 使用起重船在將軍澳內灣將南橋從跨灣連接路上再次吊起
Re-lift the Southern Bridge from the CBL by delivery crane barge from the Inner Junk Bay
- 5 將南橋移到東邊水道口並安放在橋上
Transport the Southern Bridge to the Eastern Channel and place it onto the bridge piers



公眾參與 Public Engagement



在將藍隧道與跨灣連接路的推展過程中，工程團隊透過多種渠道，與市民保持密切溝通，並根據反饋適當調整設計方案。這種以人為本的做法，贏得了市民的廣泛認同和支持，有利於促進工程的順利推進和最終順利竣工。

During the implementation process of TKO-LTT and CBL, the project team maintained close communication with local residents through various channels and adjusted the design plans based on the feedback received. This people-oriented approach won the widespread recognition and support of the local residents, which facilitated the smooth progress and eventual successful completion of the project.



連 09
Connections
繫

早於設計階段，工程團隊已廣泛收集市民意見，舉辦了不同形式的諮詢活動，包括多場簡介會及公眾論壇，而跨灣連接路項目更舉行了兩場展覽。

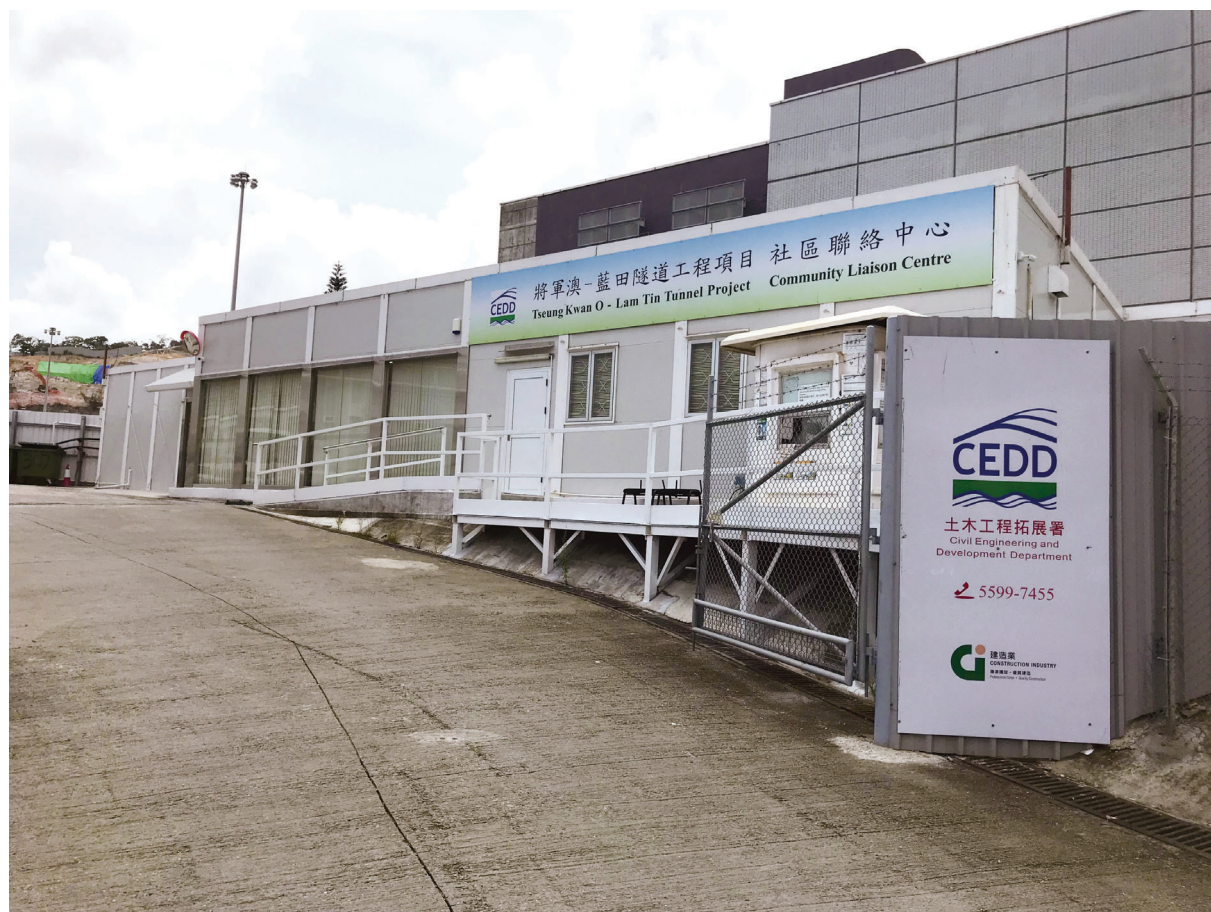
The project team extensively collected opinions from the public since the design stage. Different public consultations were held, including a number of briefing sessions and public forums. Two exhibitions were organised specifically for the CBL project.



社區聯絡中心 Community Liaison Centre

分別位於將軍澳及油塘的社區聯絡中心於2018年投入運作，中心內設有實體模型、展板及相關工程資料，以供市民進一步了解本工程項目，亦以便工程團隊和市民緊密聯繫。

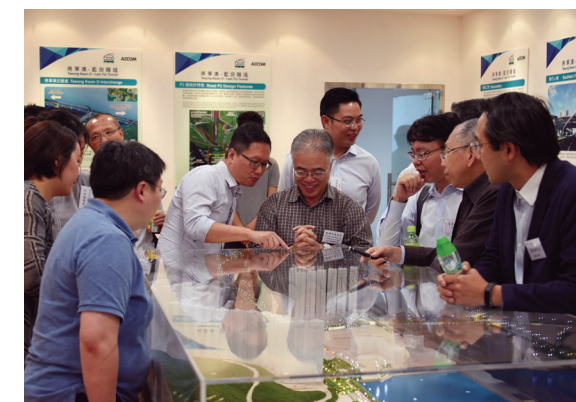
Two community liaison centres located in TKO and Yau Tong commenced operation in 2018, featuring physical models, exhibition panels, and other relevant information for the public to visit and learn more about the project. The project team and residents maintained close communications.



位於油塘的社區聯絡中心
The Community Liaison Centre in Yau Tong



位於將軍澳的社區聯絡中心
The Community Liaison Centre in Tseung Kwan O

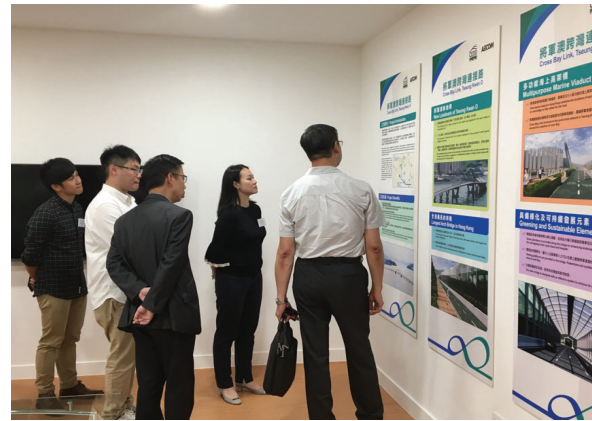


諮詢社區代表

Consulting with Community Representatives

將藍公路工程與社區息息相關，工程團隊主動諮詢社區代表意見，定期進行社區聯絡小組會議，了解居民關切，充分聽取社區訴求，盡量減少對市民日常生活的影響。

The project of Tseung Lam Highway is closely related to the community. Opinions from community representatives were harnessed through regular community liaison group meetings regarding the works arrangements, helping to build a better society while minimising construction impacts.



工地參觀及活動

Site Visits and Other Activities

為了讓持份者對工程項目有更多的了解，工程團隊為不同團體舉辦了過百次的工地考察，當中包括專業團體、傳媒、學生等。同時，為啟發青少年對工程及項目的認識及興趣，工程團隊舉辦了多元化的活動如學校講座和工作坊等。

To provide stakeholders with more insight into the project, more than a hundred site visits were held for various groups such as professional bodies, the media and students. Meanwhile, a variety of activities, including school talks and workshops, were organised to inspire teenagers with an interest in engineering, and allow them to learn more about the project.



活力在將藍 Leisure Activities

作為香港新地標的跨灣連接路及將藍隧道吸引了不同團體舉辦活動，自其落成以來，約有15場活動曾在該處舉行。

Since the completion of the projects, about 15 events have been held at CBL and TKO -LTT, now Hong Kong's newest landmarks.



2022公益金新界區百萬行
The Community Chest New Territories Walk for Millions



香港工程師學會單車及跑步籌款活動
HKIE Fundraising Cycling and Run



2023 靈實生命跑及慈善行
2023 Hopes Runner



嘉里香港街馬2024
Kerry Hong Kong Streetathon 2024



膳動衡為食跑2024
Foodsport Hunger Run 2024

群策群力 及時通車

Ensuring Timely Commissioning with Collective Efforts

工程指揮中心 War Room Meetings

疫情期間，工地暫時關閉，導致工程進度稍微延遲。勞動力減少，跨境運輸限制也阻礙了建築材料的運送。為了令項目能在預定時間通車，工程指揮中心的成立發揮了關鍵作用。

During the pandemic, temporary closure of the construction sites caused delay of delivery of the project. The workforce dwindled and the restriction in cross-border transportation also limited the delivery of construction materials. To meet the commissioning target, the establishment of war room meetings played a key role.



衝

10

Home Run

刺

工程指揮中心的目的是在關鍵時刻為高層管理人員提供一個集中點以當場討論問題，實時分析問題，當場作出了決策和協調相關持份者，確保了資訊能即時共享，達至有效溝通，主要成員對決策的態度保持一致，以有效地應對挑戰。

The purpose of a war room was to provide a centralised location for communication, real-time analysis, decision-making, and coordination during critical situations by the top management, ensuring all top management was aligned and could respond effectively to tackle the challenges.



工程指揮中心於2022年5月開始，於每週一的上午舉行，連續28週至2022年12月，以確保持續的協調和溝通。前線工作人員因而更快地獲得決策性的結果，加快了工程進度，以確保項目及時投入運作。

The war room meetings were held every Monday early morning starting from May 2022 and continuing uninterrupted for 28 weeks until December 2022. A schedule was set to ensure consistent collaboration and communication. Frontline staff could therefore receive timely directive, speeding up the project's progress and ensuring the timely commissioning of the project.

藍田交匯處在 6 個月內的進度印證了工程指揮中心的成效。

The progress achieved at the Lam Tin Interchange proved the effectiveness of war room meetings.



2022年5月 May 2022



2022年12月 December 2022

消防裝置及設備檢查 Fire Services Installations Acceptance Inspection

行車隧道與一般建築物一樣，均需設有符合消防處規定的消防裝置及設備，例如消防栓／喉轆系統、手提滅火筒、排煙系統及應急照明系統等。將藍隧道通車前，消防處需要作相關的檢查以確保無虞，在正常情況下，檢查需時三至四個月。為順利趕及在12月通車的目標，項目團隊及消防處通力合作，其中消防處安排了專門同事跟進項目，積極配合工程進度，最後成功在六週內完成檢查。

Road tunnels, like buildings in general, are required to install with Fire Services Installations required by the Fire Services Department (FSD) such as fire hydrant/hose reel systems, portable fire extinguishers, smoke extraction systems and emergency lighting systems. Such inspection was required for TKO-LTT to ensure fire safety before its commissioning. Normally, the inspection takes 3 to 4 months. To meet the commissioning target in December, the project team collaborated closely with the FSD. A dedicated FSD team was assigned to follow up on the project, actively complementing the works progress. Eventually, the Fire Services Installations Acceptance Inspection for the road tunnel was completed in only 6 weeks.



隧道控制系統測試 Tunnel Control System Testing

隧道營運者一般需要三個月的時間作通車的最後準備，在運輸署的支持下，團隊早已與隧道營運者接洽，在系統建立的同時開始準備工作。

隧道控制系統在開通前必須進行嚴格的測試，測試時間能縮短全靠各方在非正式上班時間加緊工作。

運輸署、機電工程署和路政署為推動這項進程均提供了重要支援。

Tunnel Operator typically requires three months for gearing up. With support from the Transport Department, the team engaged the Tunnel Operator early, beginning the gearing-up process alongside the system's establishment.

Rigorous testing of the Tunnel Control System is essential before opening. The testing schedule was compressed, requiring extensive work outside normal hours.

The Transport Department, Electrical and Mechanical Services Department, and Highways Department provided crucial support to facilitate this process.



試行及指示 Trial and Guide

為了讓道路使用者熟悉行駛路線及評估路線的狀況，項目團隊安排了交通、運輸物流業的作業者（包括公共巴士、跨境巴士、的士及貨櫃車等）作實地探訪及駕駛。

To allow road users to get familiar with the route and evaluate road situation, visits to the Tseung Lam Highway for the transport and logistics trades, including public buses, cross-boundary coaches, taxis and container trucks were arranged, alongside road trials.



作為香港首條同時具備行車道、單車徑及行人路功能的海上高架橋，團隊也邀請了香港單車聯會在跨灣連接路開通前在橋上踏單車。

As the first marine viaduct in Hong Kong containing a carriageway, cycle track and footway, the team invited the Hong Kong Cycling Association to ride on CBL before commissioning.



將軍澳-藍田隧道和將軍澳跨灣連接路駕駛指南 Tseung Kwan O-Lam Tin Tunnel and Cross Bay Link, Tseung Kwan O Driving Guide



土木工程拓展署及運輸署推出了駕駛指南，以提供駕駛資訊詳情。

CEDD and Transport Department published a driving guide for detailed driving information on TKO-LTT and CBL.



傳媒簡報會及實地考察的舉辦有助相關持份者了解項目在通車前的情況。

Media briefing and site visits were held to allow relevant stakeholders to understand the latest situation of the project before its commissioning.

通車儀式 Commissioning Ceremony

在眾多的單位努力下，將藍隧道及跨灣連接路在2022年12月11日通車，通車儀式在12月10日盛大舉行。一眾嘉賓出席典禮，見證重大基建項目的落成。

Through the collaborative efforts with different parties, the commissioning of TKO-LTT and CBL took place on 11 December 2022, with a commissioning ceremony held on the previous day. Guests attending the ceremony witnessed the commissioning of these major infrastructures.



左起：時任運輸署署長羅淑佩、交通諮詢委員會主席張仁良教授、署理運輸及物流局局長廖振新、行政長官李家超、時任立法會交通事務委員會主席易志明、時任運輸及物流局常任秘書長陳美寶、土木工程拓展署署長方學誠

From left: Then Commissioner for Transport Department, Ms Law Shuk Pui, Chairman of Transport Advisory Committee, Prof. Cheung Yan Leung, Acting Secretary for Transport and Logistics, Mr Liu Chun San, Chief Executive, Mr Lee Ka Chiu, Chairman of Panel on Transport of the Legislative Council, Mr Yick Chi Ming, Then Permanent Secretary for Transport and Logistics, Ms Mabel Chan and Director of Civil Engineering and Development, Mr Fong Hok Shing

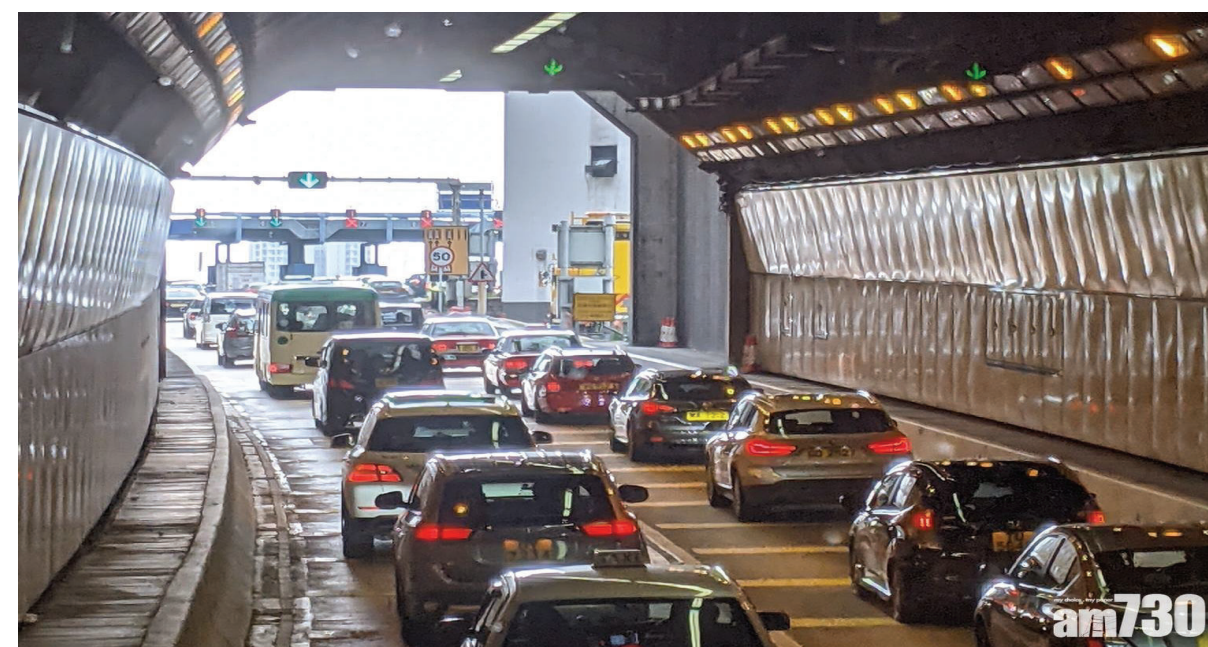


交通效益 Traffic Benefits

在跨灣連接路及將藍隧道通車前，將軍澳唯一通往市區的隧道（即將軍澳隧道）不時出現嚴重的擠塞情況。項目完善了運輸網絡，便利市民出行，緩解交通問題。

There had been, from time to time, serious traffic congestion at the TKO Tunnel, the only external tunnel to the urban area. The Tseung Lam Highway has improved the transport network and facilitated the commuting public, alleviating traffic condition.

傳媒報導 Media Reports



將藍公路通車前，將軍澳隧道在繁忙時間的行車情況。
TKO Tunnel during rush hours before the commissioning of Tseung Lam Highway

來源：am730

Source: am730

讚

11
Recognition

譽

將藍隧道將通車 往來日出康城觀塘繁忙時段快20分鐘

2022-11-15 HKT 15:58

推介 0 分享工具



當局安排傳媒預覽，現場所見隧道內部及跨灣連接路的工程已大致完成。（陳曉慶攝）

將軍澳 - 藍田隧道及將軍澳跨灣連接路下月11日通車。當局下午安排傳媒預覽，現場所見隧道內部及跨灣連接路的工程已大致完成，只是有部份道路地面未劃上行車線，而藍田交匯處仍有大量工程在進行。

來源：香港電台 Source: RTHK

港聞 娛樂 酒店優惠 國際 即時 熱榜 生活 科技 中國 體育 01深圳 經濟

Standard

港聞 / 社會新聞

將藍隧道 | 記者實測將軍澳站經新路17分鐘到觀塘apm

撰文：黃偉倫
出稿：2022-12-12 14:54 更新：2022-12-12 17:06



NEWS > BREAKING NEWS

Traffic flows easier around TKO

BREAKING NEWS 12-12-2022 00:00 HKT



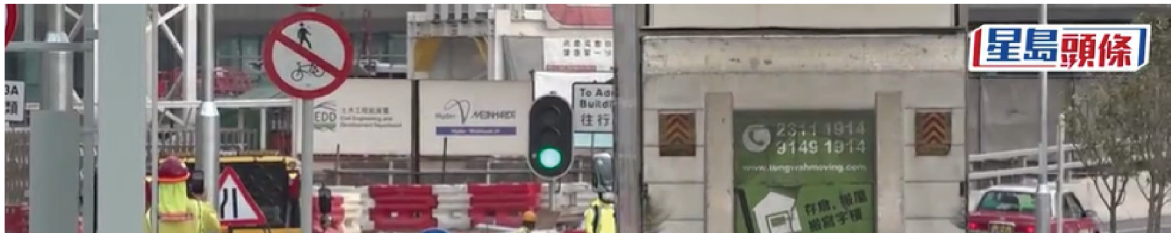
The newly opened Tseung Kwan O-Lam Tin Tunnel and the Cross Bay Link saw smooth traffic flows on their first working day in service yesterday. Residents had welcomed the new tunnel and bridge openings on Sunday as the promise was for relief from 20-plus years of traffic jams, though the weekend start was accompanied by some snarl-ups.

港聞 娛樂 最Hit 即時 中國 國際 星島申訴王 財經 地產 生活 健康 教育 體育

主頁 > 港聞 > 突發

將藍隧道通車 | 記者實測行車時間 日出康城過海超驚喜

突發 更新時間：09:33 2022-12-11 HKT



730

將藍隧道分流見成效 茶果嶺迴旋處未見擠塞

am730
2022年12月13日

f

鏈

✉



來源：
香港01、
星島、
英文虎報、
am730

Source:
HK01,
Singtao,
The Standard,
am730

項目通車後，將軍澳隧道車流明顯減少，分流效果漸見成效。

The TKO Tunnel has seen significant drop of traffic flow after the completion of TKO-LTT and CBL, gradually achieving the effect of traffic diversion.

行政長官在項目通車儀式當日的致辭及相關媒體報導。

Speech by Chief Executive at the Commissioning Ceremony and related media clippings.



來源：881903及香港電台 Source: 881903 and RTHK

「將藍隧道和跨灣連接路這兩個基建項目的落成和開通，體現了四大特色，在提升市民幸福感的同時，亦推動香港發展。」

第一大特色是便民利民、省錢又省時間。

第二大特色是美化風光、融入社區。

第三大特色是創新設計、力臻環保。

第四大特色是團隊合作、靈活應變。」

“The TKO-LTT and the CBL reflect four major characteristics, which will enhance the well-being of the people and promote the development of Hong Kong.

The first feature is that it is convenient for the people, saves money, and time.

The second feature is to beautify the scenery and integrate into the community.

The third major feature is innovative design and environmental protection.

The fourth feature is teamwork and flexibility.”

政府新聞稿

Government Press Releases

跨灣連接路雙拱鋼橋抵港

Double-arch steel bridge for Cross Bay Link arrives in Hong Kong 16/02/2021

土木工程拓展署感謝工程人員為雙拱鋼橋這個龐大預製組件的生產、裝嵌及運送作出周詳計劃和安排，整個過程高效有序，讓雙拱鋼橋能在預期時間順利到港。

The CEDD acknowledged the project team's meticulous planning and arrangement for the prefabrication, assembly and delivery of the double-arch steel bridge. The whole process was completed in an efficient and orderly manner, allowing the double-arch steel bridge to be delivered to Hong Kong on schedule.

跨灣連接路雙拱鋼橋安裝完成

Erection of double-arch steel bridge for Cross Bay Link completed 26/02/2021

工程人員採用「浮托法」配合潮汐進行安裝。這是香港首次以「浮托法」建造橋樑。安裝過程圓滿完成，標誌着工程跨越重要里程。

The project team adopted the 'float-over method' and took into account the tidal conditions for its erection. This is the first time the 'float-over method' has been applied for bridge construction in Hong Kong. Successful completion of the erection process marks a key milestone for the CBL project.

立法會交通事務委員會參觀將軍澳—藍田隧道及將軍澳跨灣連接路 15/11/2022

LegCo Panel on Transport visits Tseung Kwan O-Lam Tin Tunnel and Cross Bay Link, Tseung Kwan O

議員欣悉兩個道路項目十二月十一日同步開通，成為連接將軍澳與觀塘和東區海底隧道的第二條主要通道。

Members were pleased to learn that the two highway projects will be open to traffic on December 11, becoming the second main thoroughfare that will link TKO with Kwun Tong and the Eastern Harbour Crossing.

行政會議非官守議員參觀將軍澳—藍田隧道及將軍澳跨灣連接路 25/11/2022

ExCo Non-official Members visit Tseung Kwan O-Lam Tin Tunnel and Cross Bay Link, Tseung Kwan O

行會成員期望將藍隧道及跨灣連接路開通後，能夠分流往來將軍澳的交通，以及紓緩現時將軍澳隧道於繁忙時間的擠塞情況。

Members looked forward to the commissioning of the TKO-LTT and CBL, which would help divert the traffic to and from TKO and relieve the traffic congestion in TKO Tunnel during peak hours.

交諮會聽取將軍澳—藍田隧道開通帶來的交通分流 21/02/2023

TAC briefed on traffic diversion arising from commissioning of Tseung Kwan O-Lam Tin Tunnel

委員欣悉將藍隧道有效地分流部分將軍澳隧道的交通流量，大大改善將軍澳隧道的交通狀況。隨着將藍隧道和跨灣連接路開通，預期道路網絡可配合將軍澳已規劃發展項目的交通需求。

Members are delighted to note that the TKO-LTT has effectively diverted part of the traffic from the TKO Tunnel and has significantly improved the traffic condition of the TKO Tunnel. With the commissioning of the TKO-LTT and the CBL, it is anticipated that the road network will be able to cope with the traffic demands of the planned developments in TKO.

局長網誌 STL Blog



前運輸及房屋局局長
陳帆先生

Mr. CHAN Fan,
Former Secretary for
Transport and Housing

牛年伊始 活力無限 將軍澳跨灣連接路雙拱鋼橋

13/02/2021

Double Arch Bridge of CBL Signifies Vibrant Year of the Cow

將軍澳跨灣連接路最具特色的一段雙拱鋼橋即將運送抵港安裝。

The most distinctive feature of CBL, the double arch bridge, will soon to be delivered to Hong Kong for installation.

兩大基建成功「合龍」「活力無限」延伸將藍

01/01/2022

Successful Connection of Two Infrastructure Vibrancy Extends beyond Tseung Lam Highway

將軍澳跨灣連接路最具特色的一段雙拱鋼橋即將運送抵港安裝。

The most distinctive feature of CBL, the double arch bridge, will soon to be delivered to Hong Kong for installation.

萬眾期待將藍隧道及將軍澳跨灣大橋通車

10/12/2022

High Expectation for Commissioning of TKO-Tunnel and CBL

將藍隧道及跨灣連接路明天正式通車。新基建有望紓緩將軍澳隧道於繁忙時間的擠塞情況，減省市民的出行時間。

The TKO-LTT Tunnel and CBL will be officially commissioned tomorrow. The new infrastructure will ease the problem of congestion at the TKO Tunnel during rush hours, saving commuting time of the public.

將藍隧道、將軍澳跨灣大橋「百日之喜」

Hundred Days for TKO-LTT and CBL

18/03/2023

將藍隧道及跨灣連接路轉眼已經啟用超過三個月。它們不單成為區內不少居民出行不可或缺的一部份，跨灣大橋更成為香港的新地標，是市民甚至旅客觀光、打卡和做運動的「新熱點」。

It's been over three months since the commissioning of TKO-LTT and CBL. They have become a crucial component for TKO residents' commute. The CBL even becomes the new landmark in Hong Kong, offering a new hotspot for tourism and leisure.



前運輸及物流局局長
林世雄先生

Mr. LAM Sai-hung,
Former Secretary for
Transport and Logistics

持份者見證項目進度 Milestones Witnessed by Stakeholders

將軍澳跨灣大橋擬12·11啟用

與將藍隧道齊開通 居民：終於等到了

將軍澳跨灣大橋與將藍隧道

全港首條同時設有行車道、行人路、單車徑及觀景台的將軍澳跨灣連接路（跨灣大橋），以及將軍澳—藍田隧道工程，進入最後階段！據了解，兩個項目暫定下月11日通車，繁忙時間往來將軍澳和東九龍，車程可節省20分鐘。有住在日出康城的居民說：「終於等到了」，希望開通後可免過塞車，但有當區區議員表示，通車後日出康城可分疏，但擔心繁忙時段橋位會由將軍澳隧道轉移至其他位置。

大公報記者 顏振雄

將軍澳區現時有約40萬人口，多年來要靠將軍澳隧道或山路接連市區。據悉，將軍澳跨灣連接路及將軍澳—藍田隧道工程暫定下月11日通車，通車後，會有至少三條新的巴士線行駛，居民將多一個選擇。運輸及物流局副局長大衛查詢時表示，兩個項目工程已進入最後階段，預計於今年12月同步開通，會適時公布通車時間。

後，繁忙時間往來將軍澳和東九龍車程節省20分鐘。將軍澳隧道原定2021年通車，最初政府計劃在隧道實施不停車收費系統，然而

將軍澳跨灣連接路及將藍隧道特點

將軍澳跨灣連接路	將軍澳—藍田隧道
- 長約1.8公里 - 連接將軍澳藍田隧道和日出康城的環保大道 - 雙程雙線分層車道	- 長約4.2公里，當中約2.6公里為隧道 - 連接將軍澳和東九龍 - 雙程雙線公路 - 將藍隧道連同啟德發展區的T2主幹線和中九龍幹線，將組成主要道路網中的六號幹線，提供快速通道連接西九龍和將軍澳
- 建造特色：全港最大跨度的鋼拱橋 - 橋拱最高點離海面約70米 - 橋面闊34米 - 主跨度200米 - 重約10000公噸（相等於50架波音747客機空載的重量） - 主橋採納「活力無限」設計方案，呈現出「∞」象徵無限的數學符號	設有觀景台

資料來源：土木工程拓展署

大公報：兩個項目同期啟用
Ta Kung Pao: Concurrent commissioning of both projects

視察施工

財政司副司長黃偉綸日前和運輸及物流局局長林世雄視察進入最後施工階段的將軍澳藍田隧道及跨灣連接路。黃偉綸表示，政府正積極推展各新發展區項目，並會以「基建先行」及「創造容量」的規劃方式，以便為早日增加房屋及經濟等用地的供應創造條件。

文匯報：項目建造進入最後階段
Wen Wei Po: The construction enters the final stage

地產站

香港經濟日報

28°C 香港時間: 2025年7月21日(一) 16:02

熱門關鍵字: 減息 結業潮 蝕讓 低價 樓市分析 撇辣 樓市錦囊

專題: 書展早鳥訂

即時樓市

新盤專頁

二手專頁

樓市分析

工商舖車位

家居生活

視頻新聞

市場資訊

實用工具

海

【將軍澳規劃】將軍澳跨灣大橋雙拱鋼橋組件完成安裝 預計整條大橋明年落成

其他地產新聞

發布時間: 2021/02/26 19:01

最後更新: 2021/02/26 20:07

分享:    



香港經濟日報: 項目進度備受關注

HKET: Project progress attracted attention

港聞 / 社會新聞

將軍澳跨灣連接路雙拱鋼橋到港 日後有單車徑行人路
市民感期待

撰文: 黃穎達
出版: 2021-02-16 19:22 更新: 2021-02-16 20:39

將軍澳跨灣連接路的預製雙拱鋼橋今日運抵香港，稍後將在橋墩位置安裝。項目預期於2022年竣工，往返將軍澳東南部和九龍，亦可分流環保大道及將軍澳市中心一帶的交通，使區內的交通網絡更為暢達。

有獎遊戲

分享馬會與你的難忘時刻

贏馬會140週年圖冊

名額140份



熱門文章 查看更多 >

香港01：市民期待跨灣連接路的落成
HK01: Residents look forward to the completion of the Cross Bay Link

將藍隧道及跨灣連接路的興建過程歷時約10年，持份者關注項目的工程進度，見證項目的里程碑。
The construction of TKO-LTT and CBL lasted around a decade. Different stakeholders reported on the construction process, particularly the milestones.

業界表揚
Recognition from Industry Peers

作為香港極具代表性的基建項目，將藍隧道及跨灣連接路廣受不同機構認同，獲得獎項、講座分享及專題報導等。

As a representative infrastructure project in Hong Kong, TKO-LTT and CBL were recognised by different industry organisations including awards, seminars, featured articles and more.

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ICE HKA's post

ICE HKA

27 Nov 2024 ·

Most Popular Infrastructure Projects Competition Winners Revealed!

We are thrilled to announce the results of the Most Popular Infrastructure Projects in Hong Kong over the Past Quarter Century Competition, which not only commemorates the 25th anniversary of the ICE Hong Kong Association in 2024 but also serves as a reflection on the remarkable progress our city has achieved.

A massive thank you to the 3998 individuals who participated by casting their votes to choose their favorite projects!

Awards were presented to honor these remarkable projects at the ICE HKA Establishment Reception on 25 Nov 2024. Here are the well-deserved winners:

Winner: Cross Bay Link (1489 votes)
1st Runner Up: Tseung Kwan O Desalination Plant (718 votes)
2nd Runner Up: Harbour Area Treatment Scheme (414 votes)



英國土木工程師學會（香港分會）、香港工程師學會、香港項目管理學會的認可
Recognition from the Institution of Civil Engineers, Hong Kong Association (ICE HKA), the Hong Kong Institution of Engineers (HKIE) and the Hong Kong Institute of Project Management (HKIPM)



英國特許公路及運輸學會的認可
Recognition from the Chartered Institution of Highways and Transportation (CIHT)



跨灣連接路獲英國土木工程師學會（香港分會）頒發
「香港過去二十五年最受歡迎的基礎建設項目」
CBL awarded the winner of the “Most Popular Infrastructure Projects in Hong Kong over the Past Quarter Century Competition” by the ICE HKA



跨灣連接路榮獲全國《2020–2025年度十大最美橋樑》提名獎
CBL was one of the nominees of the 2020-2025 Top 10 Beautiful Bridges Award

Construction Industry Council 建造業議會's post

Construction Industry Council 建造業議會
December 28, 2021 · 43

【#CICPowerTalk: 將軍澳跨灣連接路 - 主橋及相關工程分享】
建造業議會今年舉辦的「2021建造業議會數碼化大獎」，表揚利用創新數碼化技術提高建造生產力、質量、可持續性及安全性的本地項目及機構。
標誌著這套遠千個工程項目中，將軍澳跨灣連接路 - 主橋及相關工程獲頒發數碼化大獎（BIM）、物聯網、三維測量、機械化技術及自動化設備、電子化專業監督管理系統等提升項目建造效率及質量，充分發揮數碼化設計及預製組件優越，獲得項目類別金牌。今集PowerTalk將這套工程團隊為大家分享。

日期: 2022年1月7日 (星期五)
時間: 16:00 - 17:00 (香港時間)
語言: 英語
持續專業進修 (CPD) 時數: 1小時 (80%以上的參加者將會收到電子出席證書)
登記: <https://bit.ly/3mwA1eP>
#CICPowerTalk #建造業議會 #CIC #建造業數碼化 #CICPowerTalk

Construction Industry Council 建造業議會
POWER TALK

將軍澳跨灣連接路 - 主橋及相關工程分享
Sharing on Cross Bay Link, Tseung Kwan O - Main Bridge and Associated Works
07.01.2022 | 16:00 - 17:00

梁中立工程師 Ir Michael LEUNG
土木工程師 康地集團董事
Project Manager (Civil)
Civil Engineering and Development Department

岑肇雄博士 Dr. Robin SHAM
AECOM全球橋樑及特種結構總監
Director, Global Long Span and Specialty Bridges, AECOM

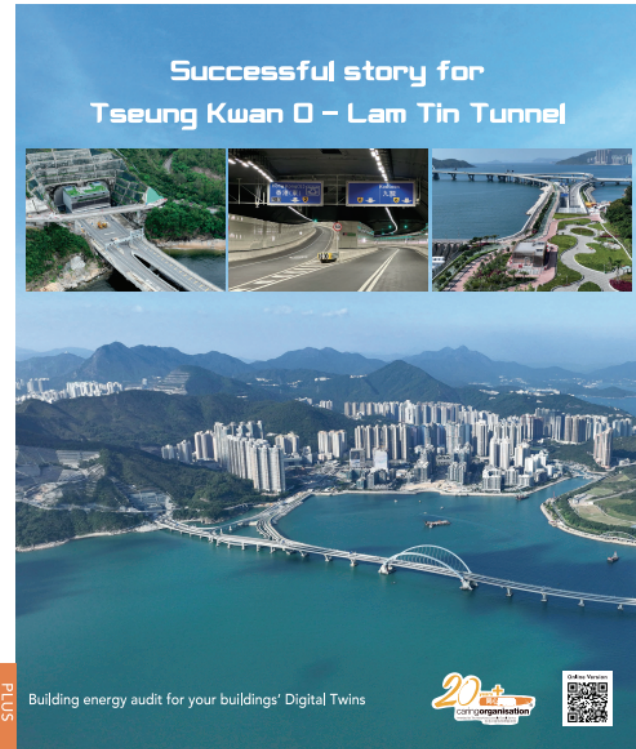
王煥華工程師 Ir WANG Yan-hua
中國路橋工程有限責任公司(香港)董事總經理
Managing Director, China Road and Bridge Corporation (Hong Kong)

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建造業議會的高度重視
Focus from the Construction Industry Council (CIC)

VOL 52 AUG 2024 HONG KONG 香港工程師 ENGINEER The Journal of The Hong Kong Institution of Engineers

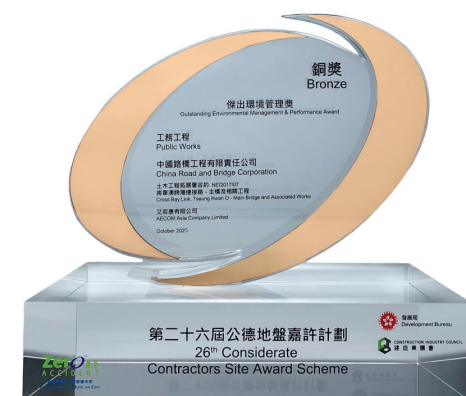


香港工程師封面故事
Cover feature of HKIE's publication

獎項 Awards

將藍公路工程團隊的付出多年來有幸得到社會各界的嘉許認同，項目共榮獲150多個獎項。

Efforts of the Tseung Lam Highway project team have been recognised and acclaimed by various sectors across society. The project has won more than 150 awards in total.



項目管理及創新獎項
Project Management and Innovation Awards

將藍隧道 TKO-LTT

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
2025英國特許公路及運輸學會年度大獎 表揚項目 Chartered Institution of Highway Transportation Annual Award 2025 – Commended	2025	英國特許公路及運輸學會 CIHT
香港工程師學會大獎 2024 大獎（基建工程組別） HKIE Grand Award 2024 – Grand Prize (Infrastructure category)	2024	香港工程師學會 HKIE
香港工程師學會結構分部 卓越結構大獎2024大獎（香港項目 – 基建及行人天橋） HKIE Structural Division Structural Excellence Award 2024 – Grand Award (Hong Kong Projects – Infrastructures & Footbridges)	2024	香港工程師學會 HKIE
項目管理成就大獎2024 建造／工程組別 2024年度最佳項目 Project Management Achievement Awards 2024 Construction/ Engineering Category – Project of the Year 2024	2024	香港項目管理學會 HKIPM
項目管理成就大獎2024 建造／工程組別 大獎 Project Management Achievement Awards 2024 Construction/ Engineering Category – Winner	2024	香港項目管理學會 HKIPM
營造管理優秀大獎2024 技術經理大獎（土木工程）卓越獎 Construction Management Awards 2024 Technical Manager Award (Civil Project) – Distinction	2024	香港營造師學會 Hong Kong Institute of Construction Managers (HKICM)
營造管理優秀大獎2024 營造師大獎（土木工程）大獎 Construction Management Awards 2024 Construction Manager Award (Civil Project) – Grand Award	2024	香港營造師學會 HKICM
營造管理優秀大獎2024 傑出建造團隊大獎（土木工程）優異獎 Construction Management Awards 2024 Excellent Construction Team Award (Civil Project) – Merit	2024	香港營造師學會 HKICM
營造管理優秀大獎2024 地盤經理大獎（土木工程）優異獎 Construction Management Awards 2024 Site Manager Award (Civil Project) – Merit	2024	香港營造師學會 HKICM
英國特許土木工程測量師學會 2024 年度新工程合約承建商 大獎 CICES Awards 2024 NEC Contractor of the Year – Grand Award	2024	英國特許土木工程測量師學會 Chartered Institution of Civil Engineering Surveyors (CICES)

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
香港顧問工程師協會年度獎項2023 年度獎項 ACEHK Annual Awards 2023 Annual Award	2023	香港顧問工程師協會 The Association of Consulting Engineers of Hong Kong (ACEHK)
香港工程師學會岩土工程项目2023 隧道及岩洞組別 優異獎 HKIE Geotechnical Project Excellence Award 2023 Tunnels and Caverns Category – Merit Award	2024	香港工程師學會 HKIE
香港品質保證局機構嘉許計劃2022 抗逆貢獻管理大獎 金獎 HKQAA Recognition Program for Organisations 2022 Business Resilience & Community Contribution Awards – Gold Seal	2022	香港品質保證局 Hong Kong Quality Assurance Agency (HKQAA)
香港品質保證局機構嘉許計劃2021 抗逆貢獻管理大獎 金獎 HKQAA Recognition Program for Organisations 2021 – Gold seal for Business Resilience & Community Contribution Awards	2024	香港品質保證局 HKQAA
NEC Award 2019 – NEC Contractor of the Year	2021	新工程合約組織 New Engineering Contract (NEC)
NEC Award 2017 – NEC Contractor of the Year	2019	新工程合約組織 NEC
Autodesk HK BIM Awards 2018 – Award Winner	2017	Autodesk

跨灣連接路 CBL

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
香港公路學會大獎2025 優異獎（道路及鐵路項目） HKIHT Awards 2025 – Merit Award (Roads & Railway Projects)	2025	香港公路學會 Hong Kong Institution of Highways and Transportation (HKIHT)
《2020–2025年度十大最美橋樑》提名獎 2020-2025 Top 10 Beautiful Bridges Award	2025	《橋樑》 “Bridges” Magazine
2025英國特許公路及運輸學會年度大獎 表揚項目 Chartered Institution of Highway Transportation Annual Award 2025 – Commended	2025	英國特許公路及運輸學會 CIHT
ENR Global Best Projects Award – Best Bridge / Tunnel	2025	Engineering News-Record (ENR)
2024 OCEA Honor Award	2024	American Society of Civil Engineers
NEC Martin Barnes Awards 2024 Recognising Project Excellence and Innovation Runner-up	2024	新工程合約組織 NEC
過去1/4世紀香港最受歡迎的基礎建設項目 Most Popular Infrastructure Projects in Hong Kong Over the Past Quarter Century – Winner	2024	英國土木工程師學會香港分會 ICE HKA
"Bridge Engineering Innovation" Award	2024	中國公路學會 China Highway & Transportation Society
中國交建質量獎	2024	中國交通建設公司 China Communications Construction Company
中國路橋優質工程獎	2024	中國路橋工程有限責任公司 China Road and Bridge Corporation
香港工程師學會結構分部 卓越結構大獎2023 大獎（香港項目） Structural Excellence Award 2023 – Grand Award (Hong Kong Project)	2024	香港工程師學會 HKIE

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
項目管理成就大獎2024 建造／工程組別 大獎 Project Management Achievement Award 2024 – Winner (Construction/Engineering Category)	2024	香港項目管理學會 HKIPM
亞太區安全設計大獎2024 金獎 Asia-Pacific Design for Safety Award Competition 2024 – Gold Award	2024	香港理工大學 The Hong Kong Polytechnic University
香港工程師學會大獎2023 基建組別 優異獎 The Hong Kong Institution of Engineers Grand Award 2023 Infrastructure Category – Merit	2023	香港工程師學會 HKIE
中國鋼結構協會科學技術獎 CSCS Science and Technology Awards 2022	2022	中國鋼結構協會 China Steel Construction Society
香港顧問工程師協會年度獎項2022 Overall Best Award ACEHK Annual Awards 2022 – Overall Best Award	2022	香港顧問工程師協會 ACEHK
2022建造業議會創新獎 本地創新大獎 CIC Construction Innovation Award 2022 – Local Grand Prize	2022	建造業議會 CIC
ICE Awards 2021 – Brunel Medal	2022	英國土木工程師學會 Institution of Civil Engineers
2021建造業議會數碼化大獎 項目類別 金獎 CIC Construction Digitalisation Award 2021 Project Category – Gold	2021	建造業議會 CIC
NEC Awards 2020 – Client of the Year (Highly Commended)	2020	新工程合約組織 NEC
NEC Awards 2019 – NEC Contractor of Year (Highly Commended)	2019	新工程合約組織 NEC

安全獎項
Safety Awards

將藍隧道 TKO-LTT

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
香港建造商會建造業安全獎勵計劃 2022 Hong Kong Construction Association Safety Award 2022 – HKCA Proactive Safety Contractor Award For The Year	2023	香港建造商會 Hong Kong Construction Association (HKCA)
香港職業安全健康大獎 2023 安全表現傑出大獎 Hong Kong Occupational Safety & Health Award 2023 – Safety Performance Outstanding Award	2023	職業安全健康局（職安局） Occupational Safety & Health Council (OSHC)
香港建造商會建造業安全獎勵計劃2021 HKCA Proactive Safety Contractor Award HKCA Safety Award 2021 – HKCA Proactive Safety Contractor Award	2022	香港建造商會 HKCA
香港建造商會建造業安全獎勵計劃2021 HKCA Safe Person-in-charge Award HKCA Safety Award 2021 – HKCA Safe Person-in-charge Award	2022	香港建造商會 HKCA
建造業安全獎勵計劃2021/2022 土木工程地盤 銀獎 Construction Industry Safety Award Scheme 2021/2022 Civil Works Site – Silver Award	2022	勞工處 Labour Department
建造業安全獎勵計劃2021/2022 最佳高處工作安全表現獎 Construction Industry Safety Award Scheme 2021/2022 – Outstanding Performance in Work-at-height Safety Award	2022	勞工處 Labour Department
建造業安全獎勵計劃2021/2022 最佳吊運工作安全表現獎 Construction Industry Safety Award Scheme 2021/2022 – Outstanding Performance Award in Lifting Safety	2022	勞工處 Labour Department
香港職業安全健康大獎2022 安全表現傑出大獎 Hong Kong Occupational Safety & Health Award 2022 – Safety Performance Outstanding Award	2022	職安局 OSHC
職業健康大獎 2021-22 「好心情@健康工作間」計劃 優異獎 Occupational Health Award 2021-22 Joyful@Healthy Workplace Best Practice Award – Merit	2022	職安局 OSHC
香港建造商會建造業安全獎勵計劃2021 HKCA Safe Supervisor Award HKCA Safety Award 2021 – HKCA Safe Supervisor Award	2022	香港建造商會 HKCA
職業安全健康局第十三屆全港傑出職安健員工嘉許計劃「機構/企業組－管工」優異獎 13th Hong Kong Outstanding OSH Employee Award Group for Foreman – Merit Prize	2021	職安局 OSHC
香港職業安全健康大獎2021 安全表現傑出大獎 Hong Kong Occupational Safety & Health Award 2021 – Safety Performance Outstanding Award	2021	職安局 OSHC

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
建造業安全大獎2021 職安健模範動力操作升降台操作員 金獎 The 22nd Construction Safety Award – Outstanding Power Operated Elevating Platform Worker – Gold Award	2021	職安局 OSHC
建造業安全大獎2021 職安健模範金屬棚架工 優異獎 The 22nd Construction Safety Award – Outstanding Metal Scaffolder – Merit Award	2021	職安局 OSHC
第二十屆香港職業安全健康大獎 安全表現卓越大獎 The 20th Hong Kong Occupational Safety & Health Award Safety Performance Award – Excellence Award	2021	職安局 OSHC
土木工程拓展署工地安全大獎 2019 金獎 CEDD Construction Site Safety Award 2019 – Gold Award	2020	土拓署 CEDD
「零意外大使獎」2020 Zero Accident Ambassador Award 2020	2020	發展局及建造業議會 Development Bureau (DEVB) & CIC
香港職業安全健康大獎 2020 安全表現傑出大獎 Hong Kong Occupational Safety & Health Award 2020 – Safety Performance Outstanding Award	2020	職安局 OSHC
職業健康大獎 2019-20 「好心情@健康工作間」大獎（企業/機構組） 傑出機構大獎Occupational Health Award 2019-20 – Joyful@Healthy Workplace Best Practice Award – Outstanding Award	2020	職安局 OSHC
職業安全健康局第十二屆全港傑出職安健員工嘉許計劃「機構/企業組－前線員工」銅獎 The 12th Hong Kong Outstanding OSH Employee Award Scheme – Bronze Award (Frontline Staff Category)	2020	職安局 OSHC
建造業安全推廣活動2020 職安健模範金屬棚架工 優異獎 Construction Safety Promotional Campaign 2020 Outstanding Metal Scaffolder in OSH – Merit Award	2020	職安局 OSHC
建造業安全推廣活動2020 最佳施工方案 優異獎 Construction Safety Promotional Campaign 2020 Best Method Statement – Merit Award	2020	職安局 OSHC
安全管工獎2019 亞軍 Safe Foreman Award 2019 – 1 st Runner-up	2019	The Lighthouse Club

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
職業健康大獎 2018-19 「好心情@健康工作間」大獎（企業／機構組）傑出機構大獎Occupational Health Award 2018-19 Joyful@ Healthy Workplace Best Practice Award – Outstanding Award	2019	職安局 OSHC
職業健康大獎 2018-19 預防肺塵埃沉着病大獎 良好表現大獎 Occupational Health Award 2018-19 Prevention of Pneumoconiosis Best Practices Award – Merit Award	2019	職安局 OSHC
職業安全健康局第十一屆全港傑出職安健員工嘉許計劃 機構／企業組 管理層 銅獎 The 11th Hong Kong Outstanding OSH Employee Award – Bronze Award (Frontline Staff Members)	2019	職安局 OSHC
第十八屆香港職業安全健康大獎 安全表現大獎 The 18th Hong Kong Occupational Safety and Health Award – Safety Performance Award	2019	職安局 OSHC
職業健康大獎 2018-19 「好心情@健康工作間」大獎（企業／機構組）傑出機構大獎Occupational Health Award 2018-19 Joyful@ Healthy Workplace Best Practice Award – Outstanding Award	2019	職安局 OSHC
職業安全健康局第十一屆全港傑出職安健員工嘉許計劃「機構／企業組－前線員工」銀獎 The 11th Hong Kong Outstanding OSH Employee Award Scheme – Silver Award (Frontline Staff Category)	2019	職安局 OSHC
第二十屆建造業安全比賽 最佳施工方案 銅獎 Construction Safety Promotional Campaign 2019 Best Method Statement – Bronze Award	2019	職安局 OSHC
第二十屆建造業安全比賽 職安健模範金屬棚架工 優異獎 Construction Safety Promotional Campaign 2019 – Merit Award (Outstanding Metal Scaffolder)	2019	職安局 OSHC
第十八屆香港職業安全健康大獎 安全管理制度大獎 金獎 The 18th Hong Kong Occupational Safety & Health Award – Gold Award (SMS Category)	2019	職安局 OSHC
第二十五屆公德地盤嘉許計劃 工務工程-新建工程 銅獎 The 25th Considerate Contractors Site Award – Bronze Award (Public Works – New Works)	2019	發展局及建造業議會 DEVB & CIC
「零意外大使獎」2019 Zero Accident Ambassador Award 2019	2019	發展局及建造業議會 DEVB & CIC

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
2019 年度傑出註冊電業工程人員選舉 優異獎 Outstanding Registered Electrical Worker Awards Scheme 2019 – Merit Award	2019	機電工程署 Electrical & Mechanical Services Department (EMSD)
土木工程拓展署工地安全大獎 2017/2018 合約組別 金獎 CEDD Construction Site Safety Award Scheme 2017/2018 Group II – Gold Award	2019	土拓署 CEDD
建造業安全獎勵計劃2017/2018 土木工程地盤 優異獎 Construction Industry Safety Award Scheme 2017/2018 Civil Engineering Sites – Merit Award	2018	勞工處 Labour Department
第二十四屆公德地盤嘉許計劃 優異獎 The 24th Considerate Contractors Site Award Scheme – Merit Award (Public Works – New Works)	2018	發展局及建造業議會 DEVB and CIC
建造業安全周嘉年華 2018 Construction Safety Week Carnival 2018 Challenge Races – Champion / 1st Runner up	2018	發展局 DEVB
「零意外大使獎」2018 Zero Accident Ambassador Award 2018	2018	發展局及建造業議會 DEVB & CIC
職業健康大獎 2017-18 「好心情@健康工作間」大獎（企業／機構組）傑出機構大獎Occupational Health Award 2017-18 Joyful@ Healthy Workplace Best Practice Award – Outstanding Award	2018	職安局 OSHC
職業健康大獎 2017-18 聽覺保護大獎 良好表現大獎 Occupational Health Award 2017-2018 Hearing Conservation Best Practices Award – Merit Award	2018	職安局 OSHC
職業安全健康局第十屆全港傑出職安健員工嘉許計劃「機構／企業組－前線員工」金獎 The 10th Hong Kong Outstanding OSH Employee Award Scheme – Gold Award	2018	職安局 OSHC
第十九屆建造業安全比賽 最佳保障員工健康計劃 金獎 Construction Safety Promotional Campaign 2018 Best Health Protection Program for Employees – Gold Award	2018	職安局 OSHC
第十七屆香港職業安全健康大獎 安全管理制度大獎 銅獎 The 17th Hong Kong Occupational Safety and Health Award Safety Management System Award – Bronze Award	2018	職安局 OSHC

跨灣連接路 CBL

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
良好工作場所整理比賽 2018 良好工作場所整理優異獎 (建造業組別) Good Housekeeping Promotional Campaign 2018 – Good Housekeeping Merit Award (Construction Category)	2018	職安局及勞工處 OSHC & Labour Department
第十七屆香港職業安全健康大獎 銅獎 The 17th Hong Kong Occupational Safety & Health Award – Bronze Award (Occupational Safety and Health Team Category)	2018	職業安全健康局（職安局） Occupational Safety & Health Council (OSHC)
職業健康大 2016-17「好心情@健康工作間」計劃 優異獎 Occupational Health Award 2016-2017 Joyful@Healthy Workplace Best Practice Award – Merit Award	2017	香港建造商會 HKCA
建造業安全推廣活動2017 最佳施工方案 銅獎 Construction Safety Promotional Campaign 2017 Best Method Statement – Bronze Award	2017	香港建造商會 HKCA
建造業安全推廣活動2017 最佳安全文化地盤 銅獎 Construction Safety Promotional Campaign 2017 – Bronze Award (Best Safety Culture Site)	2017	勞工處 Labour Department
建造業安全推廣活動2017 最佳安全文化項目經理/地盤總管 銀獎 Construction Safety Promotional Campaign 2017 – Silver Award (Best Safety Culture Project Manager/Site Agent)	2017	勞工處 Labour Department
建造業安全推廣活動2017 最佳安全文化活動小組 銀獎 Construction Safety Promotional Campaign 2017 – Silver Award (Best Safety Culture Activity Team)	2017	勞工處 Labour Department
建造業安全推廣活動2017 最佳安全文化分判商 優異獎 Construction Safety Promotional Campaign 2017 – Merit Award (Best Safety Culture Sub-contractor)	2017	職安局 OSHC
第十六屆香港職業安全健康大獎 工作安全行為大獎 銅獎 The 16th Hong Kong Occupational Safety & Health Award Work Safe Behaviour Award – Bronze Award	2017	職安局 OSHC
建造業安全獎勵計劃2022/2023 證書 Construction Industry Safety Award Scheme 2022/2023 – Certificate	2023	香港建造商會 HKCA
Life First 2023 Design for Safety Competition – Bronze Award	2023	職安局 OSHC
第二十九屆公德地盤嘉許計劃（工務工程-新建工程）優異獎 The 29th Considerate Contractors Site Award Scheme (Public Works – New Works) – Merit	2023	職安局 OSHC

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
第二十九屆公德地盤嘉許計劃（安全）優異獎 The 29th Considerate Contractors Site Award Scheme (Safety) – Merit	2021	職安局 OSHC
第二十九屆公德地盤嘉許計劃 安全及環境卓越創新獎 優異獎 The 29th Considerate Contractors Site Award Scheme Innovation Awards for Safety and Environmental Excellence – Merit	2021	職安局 OSHC
第二十屆香港職業安全健康大獎 安全表現卓越大獎 The 20th Hong Kong Occupational Safety & Health Award Safety Performance Award – Excellence Award	2021	職安局 OSHC
第二十九屆公德地盤嘉許計劃 傑出環境管理獎優異獎 The 29th Considerate Contractors Site Award Scheme Outstanding Environmental Management and Performance Awards – Merit	2020	土拓署 CEDD
2023 Contribution to Livable Urban Architecture Promoting Safe Construction – Gold Medal	2020	發展局及建造業議會 Development Bureau (DEVB) & CIC
2023 Innovation Award for Safety and Environmental Excellence	2020	職安局 OSHC
公德地盤嘉許計劃2023 傑出貢獻 2023 Considerate Construction Site Commendation Scheme – Outstanding Contribution	2020	職安局 OSHC
第二十一屆香港職業安全健康大獎 最佳酷熱天氣下職安健計劃 建造業組別 金獎 The 21st Hong Kong Occupational Safety and Health Award Best Program for Work Safety & Health in Hot Weather Construction – Gold Award	2020	職安局 OSHC
第十八屆職業健康大獎「好心情@健康工作間」大獎（企業/ 機構組）傑出機構大獎 The 18th Occupational Health Award “Joyful@Healthy Workplace Best Practices Award (Enterprise/Organization Category) – Outstanding Award	2020	職安局 OSHC

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
The 18th Hong Kong Occupational Safety & Health Award – Bronze Award (Work Safe Behaviour Award)	2023	職安局 OSHC
第二十二屆香港職業安全健康大獎 最佳職業安全及健康表現大獎 銅獎 The 22nd Hong Kong Occupational Safety and Health Award Best Occupational Safety and Health Performance Award – Bronze Award	2023	職安局 OSHC
第二十二屆香港職業安全健康大獎 職安健創意發明大獎 銀獎 The 22nd Hong Kong Occupational Safety & Health Award OSH Innovative Award – Silver	2023	職安局 OSHC
第二十二屆香港職業安全健康大獎 職安健改善項目大獎 銀獎 The 22nd Hong Kong Occupational Safety and Health Award OSH Enhancement Program Award – Silver	2023	職安局 OSHC
傑出宜居城市建築超卓貢獻大獎（承建商）– 推動安全施工 Outstanding Award for Excellent Contribution to Livable City Construction (Contractor) – Promote Safe Construction	2023	香港品質保證局 HKQAA
土木工程拓展署工地安全及創意大獎2021 大獎 CEDD Construction Site Safety and Innovation Award 2021 – Local Grand Prize	2022	土拓署 CEDD
土木工程拓展署工地安全大獎2021 銀獎 CEDD Construction Site Safety Award 2021 – Silver Award	2022	土拓署 CEDD
土木工程拓展署工地安全創意大獎 卓越大獎 CEDD Innovation Award for Site Safety 2021 – Excellence Award	2022	土拓署 CEDD
第二十八屆公德地盤嘉許計劃 傑出環境管理獎優異獎 The 28th Considerate Contractors Site Award Scheme Outstanding Environmental Management & Performance Awards (OEMPA) – Merit	2022	發展局及建造業議會 DEVB and CIC
第二十八屆公德地盤嘉許計劃（新建工程）優異獎 The 28th Considerate Contractors Site Award Scheme (New Works) – Merit	2022	發展局及建造業議會 DEVB and CIC
職業健康大獎2021-22 Occupational Health Awards 2021-2022 – Good Organization Award	2022	職安局 OSHC

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
第十七屆職業健康大獎「好心情@健康工作間」大獎（企業／機構組） 優異獎 The 17th Occupational Health Award Joyful@healthy Workplace Best Practices Award (Enterprise/Organization) – Merit	2022	職安局 OSHC
第二十三屆建造業安全大獎 最佳高處工作安全改善計劃 銅獎 The 23rd Construction Safety Award Best Enhancement Program for Working at Height – Bronze Award	2022	職安局 OSHC
第二十三屆建造業安全大獎 最佳密閉空間工作安全改善計劃 The 23rd Construction Safety Award Best Safety Enhancement Program for Confined Space – Merit	2022	職安局 OSHC
土木工程拓展署工地安全大獎2020 銅獎 CEDD Construction Site Safety Award 2020 – Bronze Prize	2021	土拓署 CEDD
建造業安全短片比賽 優異獎 Construction Industry Safety Short Film Competition – Merit	2021	勞工處 Labour Department
第二十七屆公德地盤嘉許計劃（工務工程-新建工程）優異獎 The 27th Considerate Contractors Site Award Scheme (Public Works - New Works) – Merit	2021	發展局及建造業議會 DEVB & CIC
第二十七屆公德地盤嘉許計劃 安全及環境卓越創新獎 優異獎 The 27th Considerate Contractors Site Award Scheme Outstanding Environmental Management and Performance Awards – Merit	2021	發展局及建造業議會 DEVB & CIC
建造業安全推廣活動2020/2021 建造業安全短片比賽 建造地盤組別 優異獎 Construction Industry Safety Promotional Campaign 2020/2021 2020-2021 Construction Industry Safety Short Film Competition Construction Site Group – Merit Award	2021	發展局及建造業議會 DEVB & CIC

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
職業健康大獎2020-21「好心情@健康工作間」大獎 OSHC Joyful@Healthy Workplace Best Practices Award 2020-21	2021	職安局 OSHC
職業健康大獎2020-21 Occupational Health Award 2020-21	2021	職安局 OSHC
第二十二屆建造業安全大獎 最佳酷熱天氣下工作安全及保障員工健康計劃 金獎 The 22nd Construction Safety Award – Best Program for Work Safety in Hot Weather and Employees Gold award	2021	職安局 OSHC
第二十二屆建造業安全大獎 最佳施工方案 銀獎 The 22nd Construction Safety Award - Best Method Statement – Silver	2021	職安局 OSHC
第二十二屆建造業安全大獎 最佳高處工作安全改善計劃 The 22nd Construction Safety Award - Best Safety Enhancement Program for Working at Height – Merit Award	2021	職安局 OSHC
International Design for Safety Awards 2020 – Commended	2020	The Lighthouse Club The Construction Industry Charity
職業健康大獎2019-20「好心情@健康工作間」大獎 傑出機構大獎 Occupational Health Award 2019-20 Joyful@Healthy Workplace Best Practice Award – Outstanding Award	2020	職安局 OSHC
職業健康大獎2019-20 聽覺保護大獎卓越表現大獎 Occupational Health Award 2019-20 Hearing Conservation Best Practices Award – Excellent Award	2020	職安局 OSHC
建造業安全周2020 創意工程安全獎 優異獎 (安全管理制度，培訓與宣傳) Construction Safety Week Innovative Safety Initiative Award 2020 – Merit Award (Safety Management System, Training and Promotion)	2020	發展局及建造業議會 DEVB & CIC
建造業安全周2020 創意工程安全獎 優異獎 (安全運作設施) Construction Safety Week 2020 Innovative Safety Initiative Award 2020 - Merit Award (Safety Operation Device)	2020	發展局及建造業議會 DEVB & CIC
建造業安全周2020 吊運安全推廣活動 吊運安全管理系統獎 優異獎 Construction Safety Week 2020 Lifting Safety Promotional Campaign Lifting Safety Management System – Merit Award	2020	發展局及建造業議會 DEVB & CIC
建造業安全周2020 最積極運動參與率及突出表現獎 銅獎 Construction Safety Week 2020 Outstanding Award for Sports Excellence and Activeness – Bronze Award	2020	發展局及建造業議會 DEVB & CIC
「零意外大使獎」2020 Zero Accident Ambassador Award	2020	發展局及建造業議會 DEVB & CIC
創意工程安全獎2020 優異獎 (安全管理制度，培訓與宣傳) Innovative Safety Initiative Award 2020 – Merit Award (Safety Management, Training and Promotion – Innovation in Construction Site)	2021	發展局、建造業議會及香港建造商會 DEVB, CIC & HKCA
第26屆公德地盤嘉許計劃 The 26th Considerate Contractors Site Award Scheme	2021	發展局及建造業議會 DEVB & CIC

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
公德地盤嘉許計劃 銅獎 Considerate Contractors Site Award Scheme – Bronze Award	2021	發展局及建造業議會 DEVB & CIC
土木工程拓展署工地安全及創意大獎 卓越大獎 CEDD Construction Site Safety and Innovative Award 2019 – Excellence Award	2020	土拓署 CEDD
第二十一屆建造業安全推廣活動 最佳挖土機操作安全改善計劃 The 21st Construction Safety Promotional Campaign – Best Safety Enhancement Program for Operating Excavators	2020	職安局 OSHC
第二十一屆建造業安全推廣活動 最佳施工方案金獎 The 21st Construction Safety Promotional Campaign Best Method Statement – Gold Award	2020	職安局 OSHC
第二十一屆建造業安全大獎 最佳酷熱天氣下工作安全及保障員工健康計劃 The 21st Construction Safety Award – Best Program for Work Safety & Health in Hot Weather	2020	職安局 OSHC
安全文化大獎2019 參與證書 Safety Culture Award 2019 – Certificate of Participation	2020	勞工處及職安局 Labour Department & OSHC
職安健改善項目大獎2019 參與證書 OSH Enhancement Program Award 2019 – Certificate of Participation	2020	勞工處及職安局 Labour Department & OSHC
職安健改善項目大獎2019 銀獎 OSH Enhancement Program Award 2019 – Silver Award	2019	勞工處及職安局 Labour Department & OSHC
全港傑出職安健員工嘉許計劃 參加證書 Outstanding OSH Employee Award – Certificate of Participation	2019	職安局 OSHC
建造業安全周安全短片比賽2019 工地安全 – 銀獎 Construction Safety Week Safety Video Competition 2019 Site Safety – Silver Award	2019	發展局及建造業議會 DEVB & CIC
建造業安全周安全短片比賽2019 起重及機械操作 Construction Safety Week Safety Video Competition 2019 – Lifting and Plant Operation	2019	發展局及建造業議會 DEVB & CIC
「零意外大使獎」2019 Zero Accident Ambassador Award 2019	2019	發展局及建造業議會 DEVB & CIC
第十八屆香港職業安全健康大獎 職安健改善項目大獎 銀獎 The 18th Hong Kong Occupational Safety & Health Award OSH Enhancement Program Award – Silver	2019	職安局 OSHC
良好工作場所整理比賽2019 良好工作場所整理銅獎 (建造業組別) Good Housekeeping Competition 2019 – Good Housekeeping Bronze Award (Construction Category)	2019	職安局及勞工處 OSHC & Labour Department
土木工程拓展署工地安全創意大獎2019 卓越大獎 CEDD Innovation Award for Site Safety 2019 – Excellence Award	2019	土拓署 CEDD

環保獎項

Environmental Awards

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獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
NEC Award 2020 – Environment and Sustainability Initiative of the Year	2021	New Civil Engineer
香港綠色企業大 2020 銅獎 Hong Kong Green Awards 2020 – Bronze Prize	2020	環保促進會 Green Council
香港環境卓越大獎2019 優異獎 Hong Kong Awards for Environmental Excellence 2019 – Merit Award	2019	香港環境卓越大獎 Hong Kong Awards for Environmental Excellence (HKAEE)
建造業議會可持續建築大獎2018 銅獎 CIC Sustainable Construction Award – Bronze Award	2018	建造業議會 CIC
2018香港環境卓越大獎 優異獎 Hong Kong Awards for Environmental Excellence 2018 – Merit Award	2018	香港環境卓越大獎 HKAEE

跨灣連接路 CBL

獎項 Awards	獲獎年份 Year of Award	頒獎機構 Issuing Organisations
減廢證書 良好級別 Wastewi\$e Certificate – Good Level	2023	Hong Kong Green Organization Certification (HKGOC)
香港可持續發展大獎2023 優秀可持續發展措施獎 Hong Kong Sustainability Award 2023 – Excellence in Environmental Sustainability Initiative	2023	香港管理協會 HKMA
節能證書 Energywi\$e Certificate	2022	香港綠色機構認證 HKGOC
減廢證書 基礎級別 Wastewi\$e Certificate – Basic Level	2022	香港綠色機構認證 HKGOC
香港綠色企業大獎 Hong Kong Green Award 2022 – Project Management (Large Corporation) – Bronze	2022	環保促進會 Green Council
香港環境卓越大獎2021 2021 Hong Kong Awards for Environmental Excellence	2021	香港環境卓越大獎 HKAEE
香港綠色企業大獎2020 銅獎 Hong Kong Green Awards 2020 – Bronze	2021	環保促進會 Green Council
建造業議會可持續建築大獎2020 銅獎 CIC Sustainable Construction Award 2020 – Bronze	2020	建造業議會 CIC
香港環境卓越大獎2019 優異獎 2019 Hong Kong Awards for Environmental Excellence – Merit	2019	香港環境卓越大獎 HKAEE
香港綠色企業大獎2019 優異獎 Hong Kong Green Award 2019 – Merit	2019	環保促進會 Green Council
節能證書 Energywi\$e Certificate	2019	香港綠色機構認證 HKGOC
CIC Carbon Assessment Tool – Certificate of Appreciation	2019	建造業議會 CIC

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Gratitude

謝

處長的話

將軍澳—藍田隧道及跨灣連接路的開通，大大加強了將軍澳與東九龍之間的連繫。回顧這兩項大型道路基建項目的推展歷程，我和團隊都深感榮幸和喜悅。工程團隊以成功推展這兩項利民便民的重要基建，引以為傲。

事實上，工程團隊在項目的施工階段克服了不少挑戰，尤其需要解決新冠疫情對施工進度的衝擊。團隊亦致力通過設計創新和善用可用資源，成功降低建造成本、提升工程效率。然而，憑藉團隊同心協力、靈活應變，我們得以克服種種障礙，完成這兩項重要工程項目。

整個團隊勇毅前行，錨定目標服務的精神，實在值得表揚。借此機會，我希望向將藍隧道及跨灣連接路項目的工程團隊和所有參與項目規劃、設計及建造的同事，致以崇高的敬意及謝意。

當然，我還要由衷地感謝在推展過程中一直支持我們的社會大眾和不同地區團體。地區持分者的積極鼓勵、寶貴見解和充分支持，對項目能夠順利落成發揮了關鍵的作用。

值得一提的是，工程團隊不僅確保項目順利竣工，還在各項工程設計和管理範疇上取得卓越成就。至今，兩個項目已獲得超過一百五十個國內外獎項，更重要的是獲得市民及業界的一致認同。

展望將來，土木工程拓展署東拓展處會將持續貫徹落實「基建先行」及「創造容量」的政策方針，讓我們的推展基建項目持續「提速、提量、提質、提效」，並致力鞏固香港「背靠祖國、聯通世界」的獨特優勢。

我們會繼續不忘初心，扎實推動香港基建的高質量發展，以增加市民的幸福感和獲得感為己任。



梁中立太平紳士
東拓展處處長
土木工程拓展署



Message from the Project Manager

The commissioning of the Tseung Kwan O-Lam Tin Tunnel and the Cross Bay Link, Tseung Kwan O has greatly enhanced connectivity between Tseung Kwan O and Kowloon East. Reflecting on the development journeys of these two major infrastructure projects, my team and I feel deeply honoured and delighted.

In fact, the project team overcame countless challenges, particularly in mitigating the impact of the COVID-19 pandemic on construction progress. The project team was committed to achieving breakthroughs in design technology and efficient resource utilisation, successfully reducing construction costs while boosting productivity. Through collective effort while being flexible in the face of adversity, we successfully tackled various obstacles to complete these two key projects.

The entire project team's spirit to forge ahead with fortitude and to serve with unswerving commitment, is truly commendable. Taking this opportunity, I proffer my highest respect and gratitude to the project teams of Tseung Kwan O-Lam Tin Tunnel and Cross Bay Link projects, as well as to all colleagues who participated in their planning, design, and construction.

Surely, I must sincerely thank the general public and various local organisations for their unwavering support and guidance throughout the implementation process. The active encouragement, valuable insights, and full support from local stakeholders were key to enabling the projects'satisfactory delivery.

It is worth mentioning that the project team not only ensured the smooth project completion but also achieved exemplary accomplishments in engineering design and management in various aspects. To this date, the two projects have received over 150 domestic and international awards. More important, these two projects have earned unqualified recognition from the public and the industry.

Looking ahead, the East Development Office (EDO) of Civil Engineering and Development Department will continue to realise the "infrastructure-led" and "capacity-creating" policy objectives in its entirety. We would take forward our infrastructure projects to deliver the policy objective of "Enhancing Speed, Quantity, Quality, and Efficiency". In so doing, we endeavour to consolidate Hong Kong's distinctive advantages of enjoying strong support of the Motherland and being closely connected to the world. We will continue to stay true to our original aspiration, steadfastly promoting the high-quality development of Hong Kong's infrastructure. To this end, we are committed to sparing no effort to realise our mission to increase the sense of happiness and well-being of the community.

Mr. LEUNG Chung Lap, Michael, JP
Project Manager, East Development Office
Civil Engineering and Development Department





鳴謝
Acknowledgments

自開展兩項工程以來，各團隊付出汗水、知識及經驗，使工程得以順利進行。

Since the commencement of the two projects, we would like to thank everyone who devoted their effort, knowledge and experience to facilitate smooth construction of the infrastructures.

項目顧問
Consultant

艾奕康有限公司
AECOM Asia Company Limited

承建商
Contractors

跨灣連接路
CBL

中國路橋工程有限責任公司 CRBC	利基土木工程有限公司 Build King Civil Engineering Limited
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禮頓建築（亞洲）有限公司 Leighton Contractors (Asia) Limited	永利（聲記）建築有限公司 Wing Lee (SK) Construction Company Limited
中國建築工程（香港）有限公司 China State Construction Engineering (Hong Kong) Limited	俊和建築工程有限公司 Chun Wo Construction and Engineering Company Limited
中國路橋工程有限責任公司 China Road and Bridge Corporation	上海隧道工程股份有限公司 Shanghai Tunnel Engineering Company Limited
利基建築有限公司 Build King Construction Limited	中國冶金科工集團有限公司 China Metallurgical Group Corporation
振華工程有限公司 Zhen Hua Engineering Company Limited	偉明機電有限公司 Wai Ming M&E Limited
英國通用工程（香港）有限公司 GTECH Services (Hong Kong) Limited	

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