



工作透視

On-Going Major Projects

具潛力的填海地點 - 欣澳
Potential Reclamation Site - Sunny Bay





優化土地供應策略

「優化土地供應策略」的第二階段公眾參與報告已在2014年1月公布，該報告摘要連同第一階段公眾參與的報告摘要已上載至部門網頁。在公眾參與活動期間，我們諮詢了市民對五個具潛力的近岸填海地點，即北大嶼山的欣澳及小蠔灣、屯門龍鼓灘、青衣西南及沙田的馬料水，以及香港島及大嶼山之間的中部水域人工島的未來土地用途及在下一步技術研究時須特別注意的事項的意見。為回應公眾對在西部水域進行數個填海工程項目所產生的累計性環境影響的關注，特別是對中華白海豚的影響，我們已進行了涵蓋三個具潛力填海地點，即欣澳、龍鼓灘及小蠔灣的累計性環境影響評估及中華白海豚實地調查。同時，我們正為具潛力的填海地點籌備相關的研究。

Enhancing Land Supply Strategy

The report on Stage 2 Public Engagement (PE) for “Enhancing Land Supply Strategy” was issued in January 2014. Its executive summary together with the executive summary of the report on Stage 1 PE could be found at CEDD’s website. During the PE exercise, we sought the public views on the possible land uses and the areas of concern to be addressed in future technical studies for the five potential near-shore reclamation sites, namely Sunny Bay and Siu Ho Wan in North Lantau, Lung Kwu Tan in Tuen Mun, Southwest Tsing Yi, and Ma Liu Shui in Sha Tin, and possible artificial islands in the central waters between Hong Kong Island and Lantau. In response to the public concerns on the cumulative effects of various reclamation projects in the western waters on the environment and, particularly the Chinese White Dolphins (CWD), we have conducted a cumulative environmental impact assessment and a field survey on CWD for the three potential reclamation sites, namely Sunny Bay, Lung Kwu Tan and Siu Ho Wan. We have also started the preparatory work for the studies of the potential reclamation sites.

中華白海豚調查
Survey for Chinese White Dolphins



開拓土地

安達臣道發展計劃是一項為配合房屋發展而進行的土地平整及基礎設施建設工程項目，所平整的約20公頃土地將作房屋及相關設施發展用途，以提供約17 900個公屋單位，容納48 300人居住。工程在2008年展開並預計在2015年年中大致完成。而相關行人天橋系統將分階段在2015年年中至2016年年中完成，以配合公共房屋發展的入伙時間。

屯門第54區的土地平整、道路及渠務工程現正分階段進行，以提供大約14.6公頃土地作房屋、學校、相關的政府、機構及社區用途。於第2號地盤大約4.2公頃的土地已在2013年完成平整，而其餘的土地平整及基礎建設工程亦預計在2015年逐步展開。

Land Formation

The Development at Anderson Road project involves formation of about 20 ha of land and construction of associated infrastructures for public housing and development of related facilities. The housing development will ultimately provide about 17 900 public housing units to accommodate about 48 300 people. The works commenced in 2008 and are expected to be substantially completed in mid-2015. The associated pedestrian footbridge systems will be completed in phases from mid-2015 to mid-2016 to tie in with the population intake of the public housing development.

Formation, roads and drains works in Tuen Mun Area 54 are being implemented in phases to provide usable land of about 14.6 ha for housing, schools and associated government, institution or community uses. About 4.2 ha of land at Site 2 has been formed in 2013 and the works in the remaining areas will be implemented progressively in 2015.

安達臣道發展計劃內建造行人天橋升降機塔基座工程
Construction of foundation for the lift tower of footbridge under the Development of Anderson Road project



於屯門第54區2號地盤已平整的土地上興建公共房屋
Public housing construction on the formed land at Site 2 of Tuen Mun Area 54



於安達臣道發展計劃已平整的土地上興建公共房屋
Public housing construction on the formed land under the Development of Anderson Road project



安達臣道發展計劃內擴闊現有道路與建造新道路及高架橋工程
Widening of existing roads and construction of new viaducts and roads under the Development of Anderson Road project



新界東北及西南綠化總綱圖的綠化主題
Greening themes of the GMPs for North East and South West NT

綠化工程

為滿足公眾對綠化空間的期望，我們在各區推行綠化總綱圖計劃。市區綠化總綱圖的綠化工程已經完成，我們亦已在2014年制定新界東南及西北（分別包括沙田、西貢、屯門及元朗）綠化總綱圖。而有關綠化總綱圖內建議的優先綠化工程已在2014年12月展開。同時，我們現正制訂新界東北及西南（分別包括大埔、北區、葵青、荃灣及離島）綠化總綱圖，預計在2015年年中完成。

Greening Works

Recognising the public aspirations for a greener and lushier environment, we have been implementing the Greening Master Plans (GMPs) in various districts. Following the completion of the GMP greening works for all urban districts, we have formulated the GMPs for South East and North West New Territories (NT) (including Sha Tin, Sai Kung, Tuen Mun and Yuen Long respectively) in 2014. The priority greening works recommended in these GMPs commenced in December 2014. We are currently formulating the GMPs for North East and South West NT (including Tai Po, North District, Kwai Tsing, Tsuen Wan and Islands District respectively) for completion in mid-2015.

美化工程

香港仔海濱長廊及鴨脷洲海濱長廊工程已在2014年12月完成。鴨脷洲大街一帶的美化工程現正進行中。

Landscaping Works

Construction works at Aberdeen Promenade and Ap Lei Chau Promenade were completed in December 2014. Uplifting works at Ap Lei Chau Main Street areas are in progress.



海港工程

我們負責維修公眾港口設施，包括約 127 公里的海堤、315 個碼頭、所有航道、碇泊區和主要的潮汐河道。

我們在 2014 年繼續於葵青貨櫃港池及其進港航道進行疏浚工程，工程預計可在 2015 年年底竣工。

我們已在 2014 年完成鹽田仔(東)養魚區的清除海床沉積物工程，並展開西貢公眾碼頭改善工程，以增建兩個新泊位。我們亦繼續在南丫島榕樹灣渡輪碼頭附近興建單車停泊處。

此外，我們繼續籌劃和設計鯉魚門公眾登岸設施及重建橋咀碼頭。

Port Works

We are responsible for the maintenance of public port facilities including about 127 km seawalls, 315 piers, all fairways, anchorage areas and major tidal river channels.

In 2014, we continued the dredging works in Kwai Tsing Container Basin and its Approach Channel, which are scheduled for completion in end 2015.

In 2014, we completed the sediment removal works at Yim Tin Tsai (East) Fish Culture Zone and commenced the improvement works to Sai Kung Public Pier by providing two additional berths. We also continued the construction of a cycle parking area near Yung Shue Wan Ferry Pier, Lamma Island.

Besides, we continued to carry out the planning and design of the public landing facility at Lei Yue Mun and reconstruction of Sharp Island Pier.



南丫島榕樹灣渡輪碼頭附近
興建單車停泊處
Construction of a cycle parking
area near Yung Shue Wan Ferry
Pier, Lamma Island



鹽田仔(東)養魚區的清除海床沉積物工程
Sediment removal works at Yim Tin Tsai (East)
Fish Culture Zone



葵青貨櫃港池及其進港
航道的疏浚工程
Dredging works in Kwai
Tsing Container Basin and
its Approach Channel



將軍澳第137區公眾填料接收設施 – 趸船轉運站
TKO Areas 137 Public Fill Reception Facility – barging points



填料管理

在填料管理方面，我們在2014年經公眾填料接收設施合共接收了約1 250萬公噸公眾填料，並繼續運送剩餘的公眾填料往內地妥善再用。此外，我們繼續營運兩個分別位於將軍澳和屯門的臨時建築廢物篩選分類設施。

我們亦繼續管理海上填料資源和制訂淤泥的卸置策略。在2012年9月，我們在大小磨刀以南開始動工興建兩個新泥坑。第一個泥坑已在2014年11月填滿，而第二個泥坑亦同時開始接收污染沉積物。

Fill Management

In fill management, we received about 12.5 million tonnes public fill materials at our own public fill reception facilities in 2014. We continued the delivery of surplus public fill for beneficial reuse in the Mainland. Besides, we also continued to operate two temporary construction waste sorting facilities at Tseung Kwan O (TKO) and Tuen Mun respectively.

We also continued to manage the marine fill supply and formulate a strategy for marine mud disposal. Construction of two new mud pits to the south of The Brothers commenced in September 2012. The first mud pit was filled up in November 2014. The second mud pit started receiving contaminated sediment at the same time.

將軍澳第137區公眾填料接收設施 – 航拍景觀
TKO Area 137 Public Fill Reception Facility – aerial view



將軍澳第137區公眾填料接收設施 – 磅橋
TKO Area 137 Public Fill Reception Facility – weighbridges

岩洞發展長遠策略研究

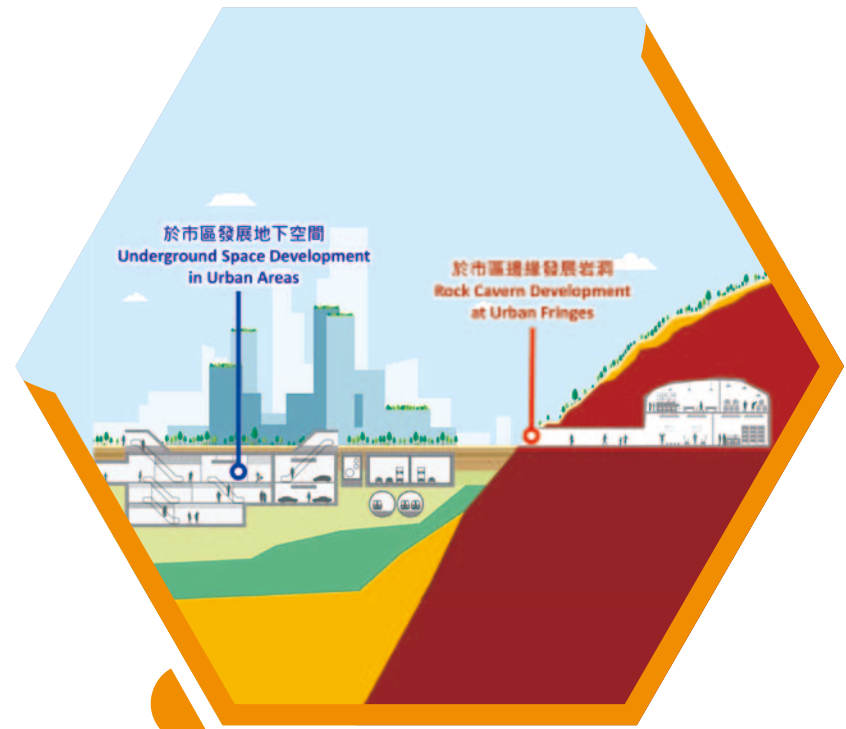
我們繼續進行「岩洞發展長遠策略」的研究。過往一年的工作重點包括編制全港性岩洞總綱圖和為合適政府設施訂立有系統遷移至岩洞的計劃。此外，我們亦更新岩洞工程的相關技術指引和進行策略性環境評估的研究。我們也舉辦多項公眾教育活動，讓市民大眾對香港發展岩洞的潛力和機遇有更多認識。

Study on Long-term Strategy for Cavern Development

We continued with the study on the “Long-term Strategy for Cavern Development”. Key tasks in the past year included preparation of a territory-wide Cavern Master Plan and formulation of a programme for systematic relocation of suitable government facilities to caverns. In addition, we have been updating relevant technical guidelines on cavern engineering and conducting a study on strategic environmental assessment. We have also organised a series of public education activities to enhance the public awareness of the potential and opportunities for cavern development in Hong Kong.



岩洞與地下空間發展的策略
Strategy of rock cavern and underground space development



岩洞與地下空間發展的策略
Strategy of rock cavern and underground space development

城市地下空間發展研究

我們展開了一項為期兩年的全港性研究，以識別具潛力發展地下空間的地方，以增加市區的可用空間和優化區內的連接性，從而改善社區環境。此外，我們計劃在2015年年中展開一項先導研究，於四個具策略性地區（銅鑼灣、跑馬地、金鐘/灣仔以及尖沙咀西）物色有利民生的地下空間發展項目。

Studies on Urban Underground Space Development

We have commenced a two-year territory-wide study for identifying potential areas for underground space development, with a view to creating usable space and enhancing connectivity in the urban areas of Hong Kong, thereby improving the community environment. In addition, we plan to launch a pilot study on four selected strategic urban areas including Causeway Bay, Happy Valley, Admiralty/Wan Chai and Tsim Sha Tsui West in mid-2015 with a view to identifying projects with clear potential for benefitting the communities.



位於砲台山道及天后廟道交界處的防治山泥傾瀉工程
Landslip Prevention and Mitigation Works at the junction of Fortress Hill Road and Tin Hau Temple Road



在灣仔堅尼地道天然山坡建造柔性防禦網以減低天然山坡塌滑風險
Construction of flexible barrier to mitigate open hillside failure in the natural hillside above Kennedy Road, Wan Chai

長遠防治山泥傾瀉計劃

為保障公眾安全，防治山泥傾瀉一直是土力工程處的重要工作目標。我們已推行「長遠防治山泥傾瀉計劃」，以處理山泥傾瀉風險。除了鞏固現有的政府人造斜坡，以及為私人人造斜坡進行安全篩選研究外，我們亦為對現有建築物及重要交通走廊有潛在風險的天然山坡，進行風險緩減工程。

在2014年，我們共鞏固了154個不符合標準的政府人造斜坡，為110個私人人造斜坡進行安全篩選研究，並為33幅天然山坡施行風險緩減措施，總開支約10億元。

The Landslip Prevention and Mitigation Programme

Landslip prevention and mitigation to enhance public safety has been the main work objective of the Geotechnical Engineering Office (GEO). A long-term Landslip Prevention and Mitigation Programme (LPMitP) has been launched to deal with landslide risks. Apart from the upgrading of existing government man-made slopes and safety-screening studies of private man-made slopes, the LPMitP includes hazard mitigation measures for natural hillsides posing potential hazards to existing buildings and important transport corridors.

In 2014, we upgraded 154 sub-standard government man-made slopes, carried out safety-screening studies on 110 private man-made slopes and implemented hazard mitigation measures for 33 natural hillside catchments. The total expenditure was about \$1 billion.



安達臣道石礦場
的美化工程
Landscaping works
of Anderson Road
Quarry



斜坡美化

在2014年，我們在所有斜坡工程應用環境美化措施，共種植了約30萬棵喬木、灌木、地被植物及攀緣植物。為了提供生長穩定、符合經濟效益、並與生態環境協調的斜坡植被，我們積極進行研究，以改善斜坡綠化技術。我們亦有詳盡的技術指引，以闡述人造斜坡、擋土牆及天然山坡等的美化及生物工程處理方法。

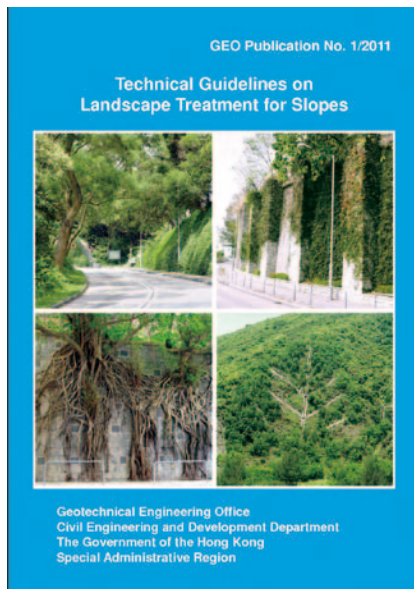
我們繼續管理安達臣道和藍地兩個現有石礦場的修復合約。合約除營運採石外，亦包括修復及美化石礦場。石礦場的斜坡已重新廣泛栽種植物，與天然環境融合協調，成為適合鳥類及動物棲息的地方。

Landscaping of Slopes

In 2014, we provided landscape measures to all slope works and planted about 300 000 trees, shrubs, groundcover and climbers. In order to establish robust, cost-effective, and eco-friendly vegetation covers on slopes, we pursue various research initiatives to improve the slope greening technology. We also have a comprehensive set of technical guidelines on landscape treatment and bio-engineering for man-made slopes, retaining walls, and natural terrain, etc.

We continued to manage two existing quarry rehabilitation contracts at Anderson Road and Lam Tei. Apart from quarrying, the operators were required to rehabilitate and landscape the quarries. Extensive planting has been carried out on the quarry slopes for them to blend into the natural landscape and form suitable habitats for birds and animals.

斜坡環境美化技術指南
Technical Guidelines on
Landscape Treatment for Slopes



美化斜坡簡易指南
Layman's Guide to Landscape
Treatment of Slopes



香港迪士尼樂園日常的煙花匯演
Daily fireworks display in Hong Kong Disneyland



監管爆炸品使用
Control of use of explosives



監管爆炸品

我們繼續按照《危險品條例》管制爆炸品的製造、貯存、運送及使用。在2014年，用於建造工程作岩石爆破的爆炸品總數量約為1 700公噸。我們亦就燃放煙花的牌照發放事宜，向有關當局提供技術支援，有關的燃放包括在維多利亞港上空及香港迪士尼樂園的煙花匯演。

Control of Explosives

We continued to regulate the manufacture, storage, conveyance and use of explosives under the Dangerous Goods Ordinance. In 2014, about 1 700 tonnes of explosives were consumed mainly for rock blasting in construction activities. We also provided technical support to the relevant authorities on issuing Firework Discharge Permits for events such as the Victoria Harbour and Hong Kong Disneyland fireworks.

岩土工程管制服務

我們在2014年處理22 262宗政府及私營機構的岩土工程設計建議書，並完成3 530個施工工地的審核。在超過99%須受岩土工程監督的工地，我們都有派員於施工期間審核最少一次。隨著本港隧道工程增加，對隧道工程實施岩土工程管制已成為我們工作的重要部分。

Geotechnical Control Services

In 2014, we dealt with 22 262 geotechnical submissions from the Government and private sectors. We also undertook 3 530 audits of active construction sites. Over 99% of the construction sites subject to geotechnical site supervision requirements were audited at least once during the construction period. With the increasing number of tunnel projects in Hong Kong, the geotechnical control of tunnel works has become an important part of our work.



中環灣仔繞道 –
於現有的海底隧道底下順序開挖
Central-Wan Chai Bypass –
Sequential excavation underneath
Cross Harbour Tunnel



觀塘線延線 –
露天挖掘建造隧道入口
Kwun Tong Line Extension –
Open cut for portal formation



緊急服務

在2014年，我們合共收到169宗山泥傾瀉報告，當中約23%屬於天然山坡山泥傾瀉。土力工程處緊急控制中心於年內曾啟動6次，提供緊急服務，保障公眾安全。為消除山泥傾瀉的危害及協助恢復主要社區設施的運作，緊急服務當值人員對山泥傾瀉現場進行視察，並就所需的緩解措施或緊急工程提出建議。

Emergency Service

In 2014, 169 landslide incidents were reported to us and about 23% of these landslides originated from the natural terrain. The GEO Emergency Control Centre was mobilised six times in that year to provide emergency services to protect public safety. In order to obviate the danger posed by landslides and to help restore essential services to the community, our emergency duty officers carried out site inspections and gave advice on necessary mitigation measures and emergency works.



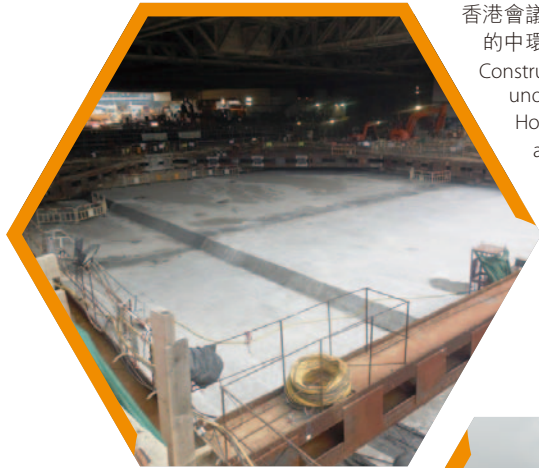
在公路旁的山泥傾瀉現場
A roadside slope failure

其他服務

在2014年，我們的工務試驗所為各工務工程完成了約586 000個建築材料試驗。我們亦為各政府部門提供陸上及海上勘探、地球物理測量、海洋沉積物及污染土壤的化學及生物化驗等服務。在場地勘探工程上，土壤及岩石鑽探的總長度達10公里。我們繼續制訂有關岩土工程的技術指引文件，以拓展新技術及促進良好作業常規；例如，為推廣粒化高爐礦渣粉(礦渣粉)在本港土木工程建造中的使用，我們展開了在土力工程中使用礦渣粉以及利用礦渣粉來控制火山岩骨料混凝土鹼硅反應之研究。

Other Services

In 2014, our Public Works Laboratories completed about 586 000 tests on construction materials for public works projects. We also offered services to government departments on land and marine ground investigation, geophysical surveys, chemical and biological testing of marine sediment and contaminated soil. On ground investigation works, we carried out drilling in soil and rock up to a total length of about 10 km. We continued to produce technical guidance documents on geotechnical engineering to advance the state-of-the-art technology and promote good practice. For instance, to enhance use of Ground Granulated Blastfurnace Slag (GGBS) in civil engineering construction in Hong Kong, we have carried out research studies on the use of GGBS in geotechnical works and in concrete with volcanic aggregates to control alkali-silica reaction.



香港會議展覽中心中庭底部的中環灣仔繞道隧道工程
Construction of CWB tunnel under the Atrium Link of Hong Kong Convention and Exhibition Centre

港鐵荃灣線過海隧道上方安裝巨型預製結構
Installation of gigantic precast structure above the MTR Tsuen Wan Line tunnel



中環及灣仔發展計劃

中環及灣仔發展計劃最後一期工程，即灣仔發展計劃第二期，已在2009年動工，為建造中環灣仔繞道及世界級海濱長廊提供土地。工程現在全速進行，而該地段的中環灣仔繞道隧道亦同步分段興建，以配合中環灣仔繞道在2017年通車。

灣仔發展計劃第二期的重置現有海旁設施工程已大致完成。這些海旁設施包括海水抽水站、鄰近商業大廈的冷卻用水抽水系統、海底排污渠口管道、過海海底水管、灣仔渡輪碼頭以及排水渠。此外，一個重約45 000噸及面積約有一個足球場大小的巨型預製結構已完成安裝，用作橫跨港鐵荃灣線隧道的一段中環灣仔繞道。



香港會議展覽中心西面正全速進行土地平整工程
Land formation works at the west of Hong Kong Convention and Exhibition Centre in full swing



重置的海水抽水站
Reprovisioned salt water pumping station

Central and Wan Chai Development

The construction works of the last phase of Central and Wan Chai Development, that is Wan Chai Development Phase II (WDII), commenced in 2009 and are progressing in full swing to provide land for constructing the Central – Wan Chai Bypass (CWB) and a world-class waterfront promenade. The CWB tunnel structure within the project area is also being built currently in sections to enable commissioning the CWB in 2017.

The re-provisioning works of existing waterfront facilities under WDII have been substantially completed. These waterfront facilities include salt water pumping station, cooling water pumping systems for nearby commercial buildings, submarine sewerage outfall pipelines, cross harbour water mains, Wan Chai Ferry Pier and drainage culverts. Besides, a gigantic precast structure which weighs 45 000 tonnes and of the size about a standard soccer pitch for the section of CWB above the MTR Tsuen Wan Line tunnels has been installed.





港島及離島拓展處 Hong Kong Island and Islands Development Office

梅窩及大澳改善工程

梅窩及大澳改善工程旨在提高環境質素、保護文化遺產及美化區內景觀。大澳的第一期工程建成的相關設施已在2014年年中投入服務，而第二期工程現正處於詳細設計階段，並將會分階段建造。梅窩的第一期工程已在2014年7月初展開。餘下改善工程的詳細設計亦在進行中。

Improvement Works at Mui Wo and Tai O

The improvement works at Mui Wo and Tai O aim to enhance the environment, preserve the cultural heritage and improve the attractiveness of these two townships. Facilities built under Phase 1 of Tai O were commissioned in mid-2014. Phase 2 works are under detailed design stage and will be implemented in phases. Works for Phase 1 of Mui Wo commenced in early July 2014 and detailed design for the remaining improvement works is in progress.



大澳—涌河堤建造工程已完成
Construction of riverwall at Yat Chung of Tai O was completed



大澳關帝古廟前園
改善工程已完成
Garden upgrading
work at Kwan Tai
Temple of Tai O was
completed

梅窩改善工程第一期—海濱長廊區
Improvement works at Mui Wo,
Phase I – Waterfront Promenade Area



南丫島索罟灣前南丫石礦場未來土地用途進行規劃及工程研究第二階段社區參與公眾論壇
Public Forum for Stage 2 CE on Planning and Engineering Study on Future Land Use at Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island



前南丫石礦場

我們聯同規劃署現正就南丫島索罟灣前南丫石礦場未來土地用途進行規劃及工程研究，探討該地區的未來土地用途及發展潛力，以配合香港的策略性發展。基於第一階段社區參與活動所收集到的公眾建議，以及石礦場的技術和環境方面的限制，我們制定了土地平整及基建工程的範圍，並於2014年年初制訂了建議發展大綱圖。在2014年3月至5月期間，我們進行了第二階段社區參與活動以收集公眾對發展大綱圖的建議。我們正考慮收集到的意見，進一步優化及修訂建議發展大綱圖。

Ex-Lamma Quarry Area

We are conducting jointly with the Planning Department the planning and engineering study on future land uses at Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island. The key objective is to explore the future land uses and the development potentials of the study area to tie in with Hong Kong's strategic development. Taking into account public opinion collated in Stage 1 Community Engagement (CE), as well as the technical and environmental constraints of the site, we worked out the scope of the site formation and infrastructural works and formulated a draft Recommended Outline Development Plan (RODP) in early 2014. During the period between March to May 2014, we conducted Stage 2 CE to collect public views on the draft RODP. Refinement of the draft RODP taking into consideration the public views is now in progress.



東涌新市鎮擴展研究 (構想圖)
Tung Chung New Town Extension Study (Photomontage)

東涌新市鎮

為探討東涌未來的發展潛力和機遇，規劃署及土木工程拓展署在2012年開展東涌新市鎮擴展研究。這項研究的目的是擴展東涌，使之成為更具規模的社區，同時提出一個切合房屋、社會、經濟、環境和當地居民需要的發展計劃。根據建議發展大綱圖，東涌新市鎮擴展區會提供約48 000個單位，可容納人口約為140 000，並提供約40 000個就業機會。當局已在2014年10月31日完成了第三階段公眾參與活動，共收集到約4 000份意見書表達對建議發展大綱圖的意見。公眾普遍同意建議發展並認為應盡快落實。當局現正整理及審視所收集到的公眾意見，優化建議的發展方案，並按環境影響評估條例進行環境影響評估，以確保建議發展符合有關環保要求。預計首批居民最早可在2023年入住。

Tung Chung New Town

The Planning Department and the Civil Engineering and Development Department launched the Tung Chung New Town Extension Study in 2012 with the objective to extend Tung Chung into a distinct community and propose a development plan which can meet housing, social, economic, environmental and local needs. According to the draft Recommended Outline Development Plans (RODP), about 48 000 flats would be provided in Tung Chung New Town Extension which would accommodate a proposed population of about 140 000 persons and provide about 40 000 jobs. Stage 3 Public Engagement (PE) for engaging the public on the draft RODP was accomplished on 31 October 2014 and around 4 000 public comments were received. The public generally support the proposed development and urge for an early implementation. The public views collected are being taken into account in refining the recommended development proposals. The Environmental Impact Assessment (EIA) would be conducted under EIA Ordinance to confirm the environmental acceptability of the proposed development. The first population intake is expected to start in 2023 at the earliest.



接駁啟德發展區和新蒲崗譽港灣的園境美化高架行人道

Landscaped elevated walkway connecting KTD area and The Latitude at San Po Kong



接駁啟德發展區和新蒲崗彩頤花園的園境美化高架行人道

Landscaped elevated walkway connecting KTD area and Rhythm Garden at Sun Po Kong



啟德發展計劃

啟德發展計劃是一項十分複雜的發展項目，涵蓋前機場舊址及附近土地，總面積超過320公頃。這計劃肩負重要的角色，就是推動香港經濟持續發展，協助活化觀塘、九龍城及黃大仙等毗鄰舊區。首階段發展項目包括啟德郵輪碼頭大樓及兩個泊位、公共租住房屋、區域供冷系統及跑道公園早期工程、一所消防局暨救護站、啟德明渠進口道及觀塘避風塘第一期改善工程、觀塘海濱花園第二期，以及相關道路、行人天橋、行人隧道優化及污水泵站工程，自2013年起已經相繼完成。正在施工的下一階段發展項目包括：工業貿易大樓、香港兒童醫院、啟德發展區內的沙田至中環綫、啟德明渠重建及改善工程、兩所小學、進一階段的區域供冷系統工程，以及位於前北面停機坪區的大型基礎設施工程。其餘工程項目正在積極規劃和設計中。



啟德五號污水泵站天台綠化工程
Roof greening works at Kai Tak No. 5
Sewage Pumping Station

Kai Tak Development

Kai Tak Development (KTD) is a highly complex development project covering the ex-airport site and some nearby areas totalling over 320 ha. It plays an important role to help sustain Hong Kong's economic growth and to stimulate regeneration of adjacent old districts including Kwun Tong, Kowloon City and Wong Tai Sin. The first stage of development includes the Kai Tak Cruise Terminal Building and its two berths, public rental housing, early phases of the District Cooling System and the Runway Park, a fire station cum ambulance depot, Phase 1 improvement works at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter, the Kwun Tong Promenade Stage 2, and the associated roadworks, footbridges, enhancement of subways and sewage pumping station, all of which have been progressively completed since 2013. Projects currently under construction for the next stage of development include the Trade and Industry Tower, Hong Kong Children's Hospital, portion of the Shatin to Central Link, reconstruction and upgrading of Kai Tak Nullah in KTD area, two primary schools, further phases of the District Cooling System, and major infrastructure works at the former north apron area. The remaining projects are under active planning and design.



前啟德機場北面停機坪第3A期基礎設施

第3A期基礎設施工程主要建造一條橫過太子道東的行車及行人隧道、改建及擴闊前北面停機坪一帶和新蒲崗區內的現有道路。工程已在2013年7月展開，預計在2017年完成。

Stage 3A Infrastructure Works at North Apron Area of Former Kai Tak Airport

Stage 3A infrastructure works comprise mainly the construction of a vehicular underpass and subway across Prince Edward Road East, modification and widening of existing roads in the former north apron area and San Po Kong area. The works commenced in July 2013 and are scheduled for completion by 2017.



協調道行車隧道的澆灌混凝土工程
Concreting works of approaching ramp of vehicular underpass at Concorde Road



前啟德機場北面停機坪第4期基礎設施

第4期基礎設施工程主要在前北面停機坪一帶和土瓜灣區內建造新道路、污水泵站及其他相關基礎設施。工程已在2013年9月展開，預計在2017年完成。

Stage 4 Infrastructure Works at North Apron Area of Former Kai Tak Airport

Stage 4 infrastructure works comprises mainly the construction of new roads, pumping stations and other associated infrastructure works in the former north apron area and To Kwa Wan area. The works commenced in September 2013 and are scheduled for completion by 2017.



建造中的箱形暗渠B5
Construction of Box Culvert B5 in progress





兩艘郵輪同時停泊於啟德郵輪碼頭
Double-berthing of vessels at Kai Tak Cruise Terminal



啟德郵輪碼頭

郵輪碼頭的土地平整工程已在2014年大致完成，第二個泊位亦在2014年9月開始迎接郵輪停泊。餘下的疏浚工程已在2015年3月展開，預計在2016年年初完成。

Kai Tak Cruise Terminal

The site formation works for Kai Tak Cruise Terminal were substantially completed in 2014 and the second berth started to receive vessels berthing in September 2014. The remaining dredging works commenced in March 2015 and are scheduled for completion by early 2016.



建造中的密封式淤泥清理站
Construction of enclosed desilting compound in progress



進行中的啟德明渠重建及改善工程，完成後將能抵禦重現期為200年一遇的水浸
Reconstruction and upgrading of Kai Tak Nullah in progress, which can withstand flooding with a return period of 1 in 200 years upon completion

啟德明渠重建及改善工程

啟德明渠重建及改善工程主要包括：(一)重建及改善前啟德機場北面停機坪由太子道東至啟德明渠進口道的一段長約1 300米的啟德明渠，使其成為一條由排水道和多管道箱形暗渠組成的河道，總闊度由上游約40米至下游約70米不等，及(二)興建兩個密封式淤泥清理站，以改善其排洪能力，並緩解周邊地方的水浸風險。工程已在2013年1月展開，預計由2016年至2018年分階段完成。

Reconstruction and Upgrading of Kai Tak Nullah

Reconstruction and upgrading of Kai Tak Nullah mainly includes the construction of: (i) about 1 300 m in length of Kai Tak Nullah at the north apron area of the former Kai Tak Airport from Prince Edward Road East to Kai Tak Approach Channel into a combination of a drainage channel and multi-cell box culverts with a total width varying from about 40 m at the upstream to about 70 m at the downstream, and (ii) two enclosed desilting compounds in order to improve drainage capacity and mitigate the flooding risk to the surrounding areas. The works commenced in January 2013 and are scheduled for completion in phases between 2016 and 2018.



啟德明渠進口道與觀塘避風塘的生物除污工程
Bioremediation treatment at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter

啟德明渠進口道與觀塘避風塘第一期改善工程

啟德明渠進口道與觀塘避風塘的第一期改善工程包括兩項主要工序 – 疏浚沉積物，及以生物除污法處理沉積物。工程已在2014年7月大致完成。

Kai Tak Approach Channel and Kwun Tong Typhoon Shelter Phase 1 Improvement Works

The Phase 1 improvement works at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter include two key processes – dredging of sediment and bioremediation treatment. The works were substantially completed in July 2014.

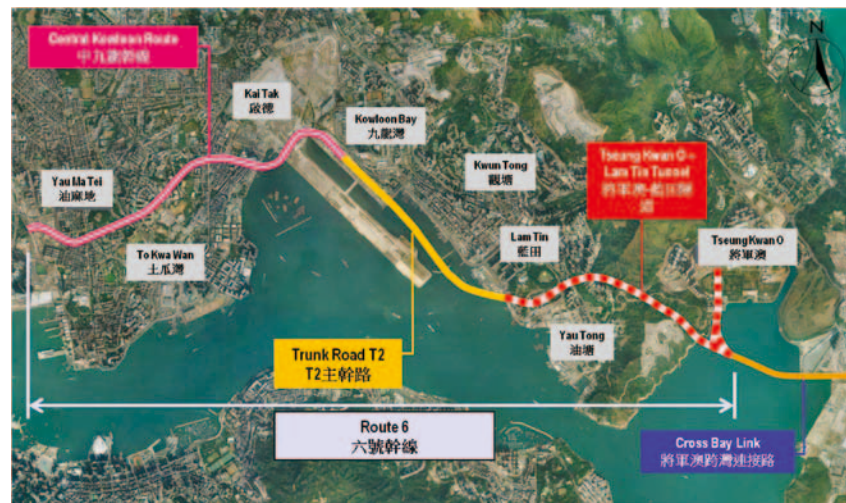


擬議環保連接系統

就擬議環保連接系統進行的兩個階段公眾諮詢活動已在2014年2月完成。公眾普遍支持進行下一階段的詳細可行性研究，以制訂一個以環保連接系統為骨幹的綜合多模式連接系統，加強啟德發展區與觀塘和九龍灣一帶的連繫，從而促進九龍東發展成為另一個卓越的核心商業區。如獲立法會財務委員會批准撥款，我們計劃在2015年展開擬議詳細可行性研究。

Proposed Environmentally Friendly Linkage System

The two-stage public consultation exercise on the proposed Environmentally Friendly Linkage System (EFLS) was completed in February 2014. There is general public support for conducting a Detailed Feasibility Study (DFS) as the next stage of work, which aims to formulate an integrated multi-modal linkage system with the EFLS as the backbone, to enhance the connectivity of Kai Tak Development area with Kwun Tong and Kowloon Bay and to support the transformation of Kowloon East into another premier Central Business District. We aim to commence the DFS in 2015, subject to funding approval by the Finance Committee of the Legislative Council.



T2主幹路走線
Alignment of Trunk Road T2

T2主幹路

T2主幹路是一條長約3公里的雙線雙程行車路，西面連接中九龍幹線，東面則連接將軍澳－藍田隧道，組合成為具策略性的六號幹線。T2主幹路第二階段工地勘測及詳細設計現正進行中。

Trunk Road T2

Trunk Road T2 is a dual two-lane highway of about 3 km connecting the Central Kowloon Route (CKR) at the west and the Tseung Kwan O - Lam Tin Tunnel (TKO-LTT) at the east. The CKR, Trunk Road T2 and TKO-LTT will form the strategic Route 6. The Stage 2 site investigation works and detailed design of the Trunk Road T2 are in progress.



環保連接系統和各種路面交通工具及行人設施組成的綜合多模式連接系統
Integrated multi-modal linkage system comprising EFLS and different kinds of road-based transport and pedestrian facilities



將軍澳 – 藍田隧道及跨灣連接路

將軍澳 – 藍田隧道及跨灣連接路的詳細設計已分別在 2013 年 9 月及 2014 年 8 月展開。兩項工程完成後將可紓緩現時將軍澳隧道在繁忙時段的交通擠塞情況，以及滿足因將軍澳預計人口增長而帶來的交通需求。

Tseung Kwan O – Lam Tin Tunnel and Cross Bay Link

The detailed design of Tseung Kwan O – Lam Tin Tunnel and Cross Bay Link (CBL) commenced in September 2013 and August 2014 respectively. Upon the completion of the two projects, the traffic congestion during peak hours at the existing Tseung Kwan O Tunnel could be relieved and the traffic demand resulting from the anticipated population increase in Tseung Kwan O could be met.



將軍澳 – 藍田隧道及跨灣連接路走線
Alignment of Tseung Kwan O – Lam Tin Tunnel and Cross Bay Link

安達臣道石礦場用地發展

安達臣道石礦場位於東九龍大上托山脊的西南面，佔地約 86 公頃。石礦場將在 2016 年年中停止營運，在完成復修工程後，將可提供一個面積約 40 公頃的平台供私人及資助房屋、石礦公園及休憩用地、學校，以及相關的政府、機構或社區設施等發展。工程項目將包括位於清水灣道、新清水灣道、連德道等大型道路/路口的改善工程，以及由發展區連接港鐵觀塘站及將軍澳隧道口擬增設的巴士轉乘站的 4 條行人連繫路線的設施。預計土地平整工程在 2016 年年中石礦場停止營運後可以展開，最早可在 2019-20 年度開始提供首幅已平整工地供房屋發展。

Development of Anderson Road Quarry Site

Anderson Road Quarry (ARQ) is located at the southwest side of Tai Sheung Tok ridge in East Kowloon occupying some 86 ha of land. The operation of the quarry will cease in mid-2016. Upon completion of the rehabilitation works, it could provide a platform of about 40 ha for development of private and subsidised housing, quarry park and open space, schools, and related government, institution or community facilities. The project will involve major road/junction improvement works at Clear Water Bay Road, New Clear Water Bay Road and Lin Tak Road, as well as the pedestrian linkage facilities of four routes from the ARQ site to MTR Kwun Tong Station and the proposed Bus-to-Bus Interchange at the Tseung Kwan O Tunnel toll plaza. Site formation works are scheduled to start after the quarry operation ceases in mid-2016 so as to allow the delivery of the first housing development site in 2019-20 at the earliest.



安達臣道石礦場用地發展 (構想圖)
Development of ARQ Site (Photomontage)

蓮塘／香園圍口岸

蓮塘／香園圍口岸是一個大型的基建項目，包括平整約23公頃的土地，以供建設口岸，以及建造約11公里長的雙程雙線分隔連接路（包括5.7公里長的隧道和4.3公里長的高架道路），以連接新口岸與粉嶺公路。落成後，新口岸將可滿足香港與內地之間的長遠跨境交通需求。連接路連同沿線設有的四個交匯處，將改善新界北部的整體交通網絡。

我們將採用傳統的爆破技術和隧道鑽挖機進行隧道開挖，我們亦會採用混凝土預製件並利用起重機台架建設高架橋。

自2013年4月分階段展開新口岸土地平整和連接路工程以來，工程進展順利，配合新口岸在2018年啟用的目標。

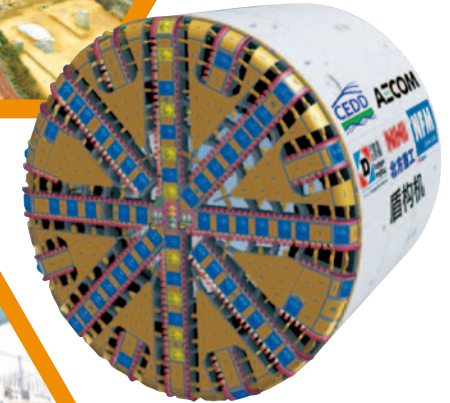
Liantang/Heung Yuen Wai Boundary Control Point

Liantang/Heung Yuen Wai Boundary Control Point is a major infrastructural project comprising site formation of about 23 ha of land for the development of the Boundary Control Point (BCP) and construction of about 11 km long dual 2-lane connecting road (including 5.7 km long tunnels and 4.3 km long viaducts) linking up the BCP with Fanling Highway. When completed, the BCP will satisfy long-term cross-boundary traffic demand between Hong Kong and the Mainland. The connecting road, with four interchanges along it, will enhance the overall transport network in Northern New Territories.

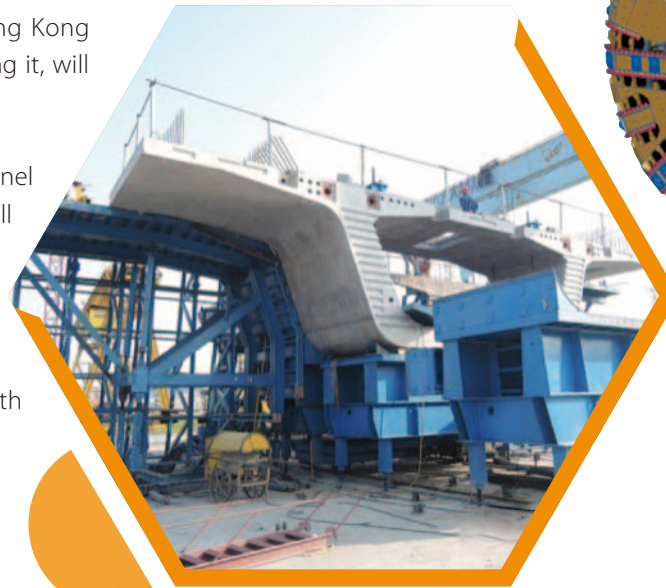
We will adopt conventional drill and blast techniques as well as tunnel boring machine for tunnel excavation. For viaduct construction, we will adopt precast concrete segments to be erected by gantry on site.

Since the commencement of the site formation works and construction of the connecting road for the BCP in phases in April 2013, the works have been progressing satisfactorily, to dovetail with the target commissioning of the BCP in 2018.

施工中的粉嶺公路交匯處工程
Construction of Fanling Highway
Interchange in progress



龍山隧道鑽挖機構想圖
Photomontage of tunnel
boring machine for Lung
Shan Tunnel



高架橋的混凝土預製件
Precast concrete segment for viaduct
construction



粉嶺北新發展區 (構想圖)
Fanling North New Development Area
(Photomontage)



古洞北新發展區 (構想圖)
Kwu Tung North New Development Area
(Photomontage)

古洞北和粉嶺北新發展區

古洞北及粉嶺北新發展區，將成為粉嶺/上水新市鎮擴展部分，並與現有新市鎮的地區整合為粉嶺/上水/古洞新市鎮。新發展區是香港中長期土地供應的一個重要計劃，亦是房屋供應的主要來源。古洞北及粉嶺北新發展區將提供約6萬個單位，其中六成為公屋及居屋，並提供約37 700個就業機會。新發展區前期及第一期工程的詳細設計已在2014年年底展開，主要的建造工程預計在2018年開始，以供首批居民在2023年入住。

Kwu Tung North and Fanling North New Development Areas

Kwu Tung North (KTN) and Fanling North (FLN) New Development Areas (NDAs) will be the extension of Fanling/Sheung Shui New Town. Together with the existing new town areas, they will form the Fanling/Sheung Shui/Kwu Tung New Town. The NDAs project is essential to Hong Kong's medium and long-term land supply and will become a major source of housing supply. The KTN and FLN NDAs will provide about 60 000 units in total, of which 60% will be public rental housing and Home Ownership Scheme units. About 37 700 new jobs will also be created in the NDAs. The detailed design of the NDAs advance works and first stage works commenced in late 2014. The major construction works are anticipated to commence in 2018 for the first population intake in 2023.

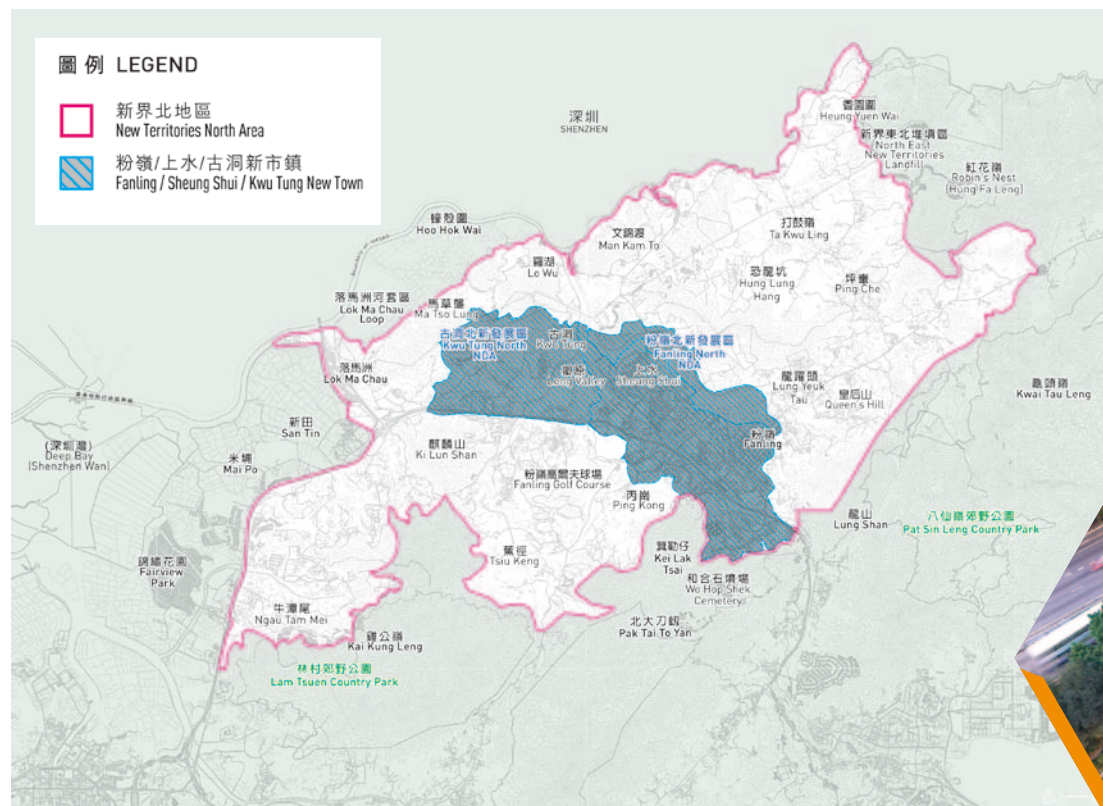


發展新界北部地區初步可行性研究

這項研究在2014年1月展開，主要目的是探討新界北部地區的發展潛力及所需的策略性基礎配套，同時審視發展一個規模與粉嶺/上水新市鎮相若的現代化新市鎮的潛力。

Preliminary Feasibility Study on Developing the New Territories North

The prime objective of the Study which commenced in January 2014 is to examine the development potential of the New Territories North, and the associated strategic infrastructure provisions and the development of a modern new town there of a scale similar to that of Fanling/Sheung Shui New Town.



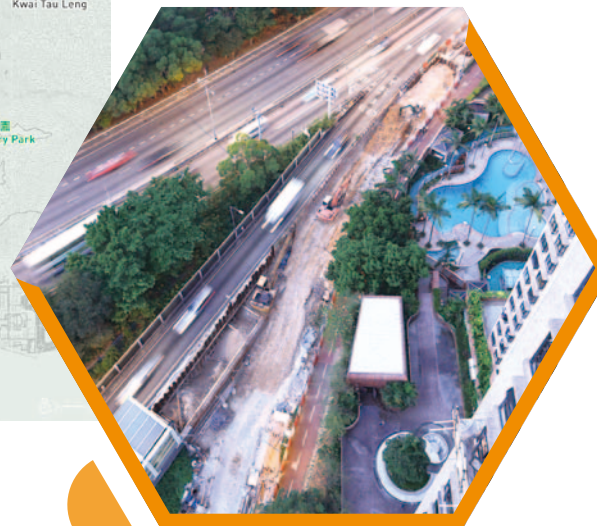
發展新界北部地區初步可行性研究 – 研究範圍
Preliminary Feasibility Study on Developing the New Territories North – Study Area

沙田新市鎮第二階段工程 – 建造T3號道路

T3號道路工程包括建造約2公里長的雙程雙線高架道路系統，連接現有的大埔公路(沙田嶺段)和八號幹線(長沙灣至沙田)至現有的大埔公路(沙田段)，工程現已大致完成。餘下工程包括近蔚景園建造一條80米長新行車線連接大埔公路(沙田段)及青沙公路、相關隔音屏障及在沙田正街西行近蔚景園加設右轉設施。餘下工程已在2014年1月展開，新行車線預計在2015年年中開通。

Sha Tin New Town Stage II – Construction of Road T3

Road T3 comprises construction of about 2 km of dual 2-lane elevated roadway connecting the existing Tai Po Road (Sha Tin Heights Section) and Route 8 (Cheung Sha Wan to Sha Tin) to the existing Tai Po Road (Sha Tin Section) and the works were substantially completed. Remaining works of Road T3 comprise construction of a 80 m long new traffic lane connecting Tai Po Road (Sha Tin Section) with Tsing Sha Highway, associated noise barriers and a right turn facility at Sha Tin Centre Street westbound near the Scenery Court. Construction of the remaining works commenced in January 2014. The new traffic lane is expected to be open for use in mid-2015.



近蔚景園建造中的新行車線
Construction of new traffic lane near the Scenery Court in progress



田廈路擴闊工程包含綠化和美化項目
Widening of Tin Ha Road with greening and landscape works

洪水橋新發展區
規劃及工程研究
Planning and
Engineering Study for
Hung Shui Kiu New
Development Area



洪水橋新發展區

我們已在2013年7至10月舉行了第二階段社區參與活動，蒐集公眾對初步發展大綱圖的意見，隨後根據蒐集得的公眾意見制訂建議發展大綱圖。我們預計在2015年舉行第三階段社區參與活動，進一步諮詢公眾對建議發展大綱圖的意見。

此外，在2012年8月開始施工的洪水橋發展計劃第二階段 – 田廈路及丹桂村路擴闊工程，已在2014年10月大致完成。

Hung Shui Kiu New Development Area

We carried out Stage 2 Community Engagement (CE) from July to October 2013 to collect views from the public on the Preliminary Outline Development Plan, followed by formulation of the Recommended Outline Development Plan (RODP) based on the public views collected. We schedule to carry out Stage 3 CE in 2015 to further consult the public on the RODP.

Besides, Hung Shui Kiu Development, Stage 2 – widening works of Tin Ha Road and Tan Kwai Tsuen Road, which commenced in August 2012, were substantially completed in October 2014.

連接新界西北及新界東北之單車徑

單車徑主幹線全長約82公里，包括屯門至馬鞍山段及荃灣至屯門段。上水至馬鞍山段已在2014年3月開放給公眾使用。而屯門至上水段的第一階段工程亦已在2013年11月展開，預計在2016年第四季完工；我們現正為餘下工程進行詳細設計工作。我們亦正積極為荃灣至屯門段分階段進行勘測/初步設計/詳細設計工作。

Cycle Tracks Connecting North West New Territories with North East New Territories

The backbone sections are about 82 km long, including Tuen Mun to Ma On Shan section and Tsuen Wan to Tuen Mun section. The section between Sheung Shui and Ma On Shan was open to the public in March 2014. For the section between Tuen Mun and Sheung Shui, the construction of Stage 1 works also commenced in November 2013 for completion in the fourth quarter of 2016. The detailed design of the remaining works is in progress. The section between Tsuen Wan and Tuen Mun is in active progress under various stages of investigation/preliminary design/detailed design.



連接新界西北及新界東北之單車徑走線

Alignment of cycle tracks connecting North West New Territories with North East New Territories





從東北向西南遠眺的落馬洲河套地區發展
(構想圖)

Southwest view from the Northeast side
of the development of the LMC Loop
(Photomontage)

落馬洲河套地區

落馬洲河套地區發展是港深兩地政府主要合作項目之一。河套佔地約88公頃，發展以高等教育為主，輔以高新科技研發和文化創意產業用途。隨著2013年年底完成這項目的規劃及工程研究，本署已在2014年6月開展了前期工程的詳細設計工作，為落實項目鋪路。

The Lok Ma Chau Loop

The development of the Lok Ma Chau Loop (LMC Loop) is one of the major joint projects of the Hong Kong and Shenzhen Governments. Having an area of about 88 ha, the LMC Loop will be developed for higher education as the leading land use, complemented by high-tech research and development and cultural and creative industries. Following the completion of the planning and engineering study on the development of the LMC Loop in end 2013, we commenced in June 2014 the detailed design for advance works to pave the way for the implementation of the project.



落馬洲河套地區的位置圖 (紅色標示)

Location plan of the LMC Loop (shown in red)

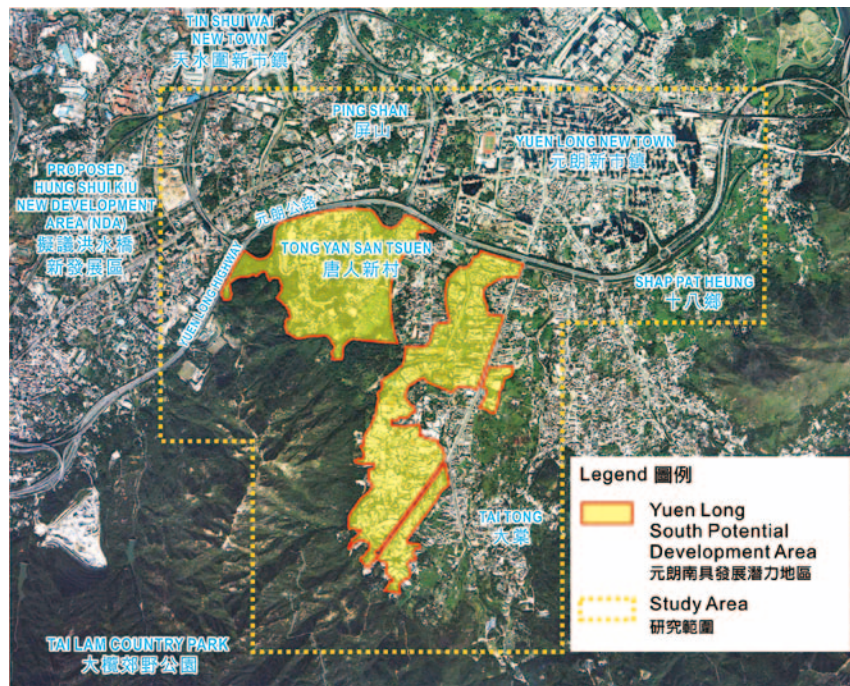


元朗南房屋用地規劃及工程研究

元朗南的具發展潛力地區佔地約 200 公頃。我們在 2014 年 5 至 7 月舉行了第二階段社區參與活動，蒐集公眾對初步發展大綱圖的意見。我們現正根據蒐集得的公眾意見制訂建議發展大綱圖並進行相關技術評估，預計在 2015 年舉行第三階段社區參與活動，進一步諮詢公眾對建議發展大綱圖的意見。

Planning and Engineering Study for Housing Sites in Yuen Long South

The Potential Development Areas of Yuen Long South covers a total area of about 200 ha. We carried out Stage 2 Community Engagement (CE) from May to July 2014 to collect views from the public on the Preliminary Outline Development Plan. Based on the public views collected, we are formulating the draft Recommended Outline Development Plan (RODP) and conducting various technical assessments. It is scheduled to carry out Stage 3 CE in 2015 to further engage the public on the draft RODP.



元朗南房屋用地規劃及工程研究
Planning and Engineering Study for
Housing Sites in Yuen Long South



錦田南初期房屋用地的地盤平整和基礎設施工程
Site Formation and Infrastructural Works for the
Initial Housing Sites at Kam Tin South

錦田南初期房屋用地的地盤平整和 基礎設施工程的勘測及設計

為發展初期公共房屋用地(3幅用地的總面積約為 19 公頃)的顧問合約已在 2014 年 11 月展開。我們現正為相關的地盤平整和基礎設施工程進行勘測工作。

Investigation and Detailed Design of the Site Formation and Infrastructural Works for the Initial Housing Sites at Kam Tin South

The consultancy agreement commenced in November 2014 for the development of three initial public housing sites with a total area of about 19 ha. We are carrying out the investigation for the site formation and infrastructural works of the development.

