

歡迎參閱第五期將軍澳 – 藍田隧道建造工程通訊，本通訊會為大家介紹在香港海事工程首次採用的臨時鋼圍堰及雙水閘系統的設計及運作，工程的進度及相關資訊。

Welcome to the fifth issue of Tseung Kwan O – Lam Tin Tunnel Newsletter (Construction). In this issue, we will introduce the design and operation of the temporary steel cofferdam and double water gate system, progress of the project and the relevant information.

## 臨時鋼圍堰及雙水閘系統

### Temporary Steel Cofferdam and Double Water Gate System



安裝臨時鋼圍堰及雙水閘系統的情況  
Installation of temporary steel cofferdam and the double water gate system

為減低對附近住宅區景觀和噪音的影響，將軍澳 – 藍田隧道項目中的 P2 路將會是一條低於現有地面的道路。為興建這段低於地面的 P2 路，項目需進行約 3 公頃的填海工程。

為減少填海工程可能造成的環境影響，在進行填海工程前，整個填海工程範圍會設置臨時鋼圍堰與周邊水域分隔。所有挖泥及填土工程將會在臨時鋼圍堰內進行。這是首次在本港採用的填海工序。

臨時鋼圍堰的安裝工序於 2016 年年底開展。究竟這個臨時鋼圍堰有甚麼特別呢？原來它是由相互緊扣的鋼板樁和放有石料的鋼箱所組成。它們會由海床向上伸延到潮漲時水平線之上，將工地與周邊的水域分隔開，減少在挖泥及填土工程期間，海泥流失而影響附近的水域。

In Tseung Kwan O – Lam Tin Tunnel Project, Road P2 will be constructed in the form of a depressed road to minimize the visual and noise impact to nearby residential estates. To construct the depressed road, reclamation to form about 3 hectares of land is required.

To reduce the potential impact on the environment, the reclamation area is separated by a temporary steel cofferdam. All dredging and filling works will be carried out inside the temporary steel cofferdam. This is the first time to adopt this reclamation method in Hong Kong.

Installation of temporary steel cofferdam commenced in late 2016. What is the characteristics of this temporary steel cofferdam? The cofferdam comprises interlocking steel sheet piles and rock-filled steel tanks. This cofferdam extends from the seabed to a height above the high water level to minimise any sediment loss to the sea outside the cofferdam during dredging and filling works.

## 雙水閘系統的簡介

### Introduction of Double Water Gate System

雙水閘系統由國內的造船廠建造，內長約55米、內闊24米及深11米。整套系統在建造及完成測試後，經水路從船廠直接拖運至將軍澳施工水域，然後固定於海床之上。

預計於2019年初，待相關疏浚及填土工程完成後，臨時鋼圍堰及雙水閘將全部移除。



運送中的雙水閘系統

Transportation of the double water gate system

The double water gate system is fabricated in a dockyard in mainland China. It is about 55 meter long, 24 meter wide and 11 meter deep. After completing the fabrication, commissioning and testing, the whole system was delivered from the dockyard to Tseung Kwan O construction area by sea and rested on the seabed.

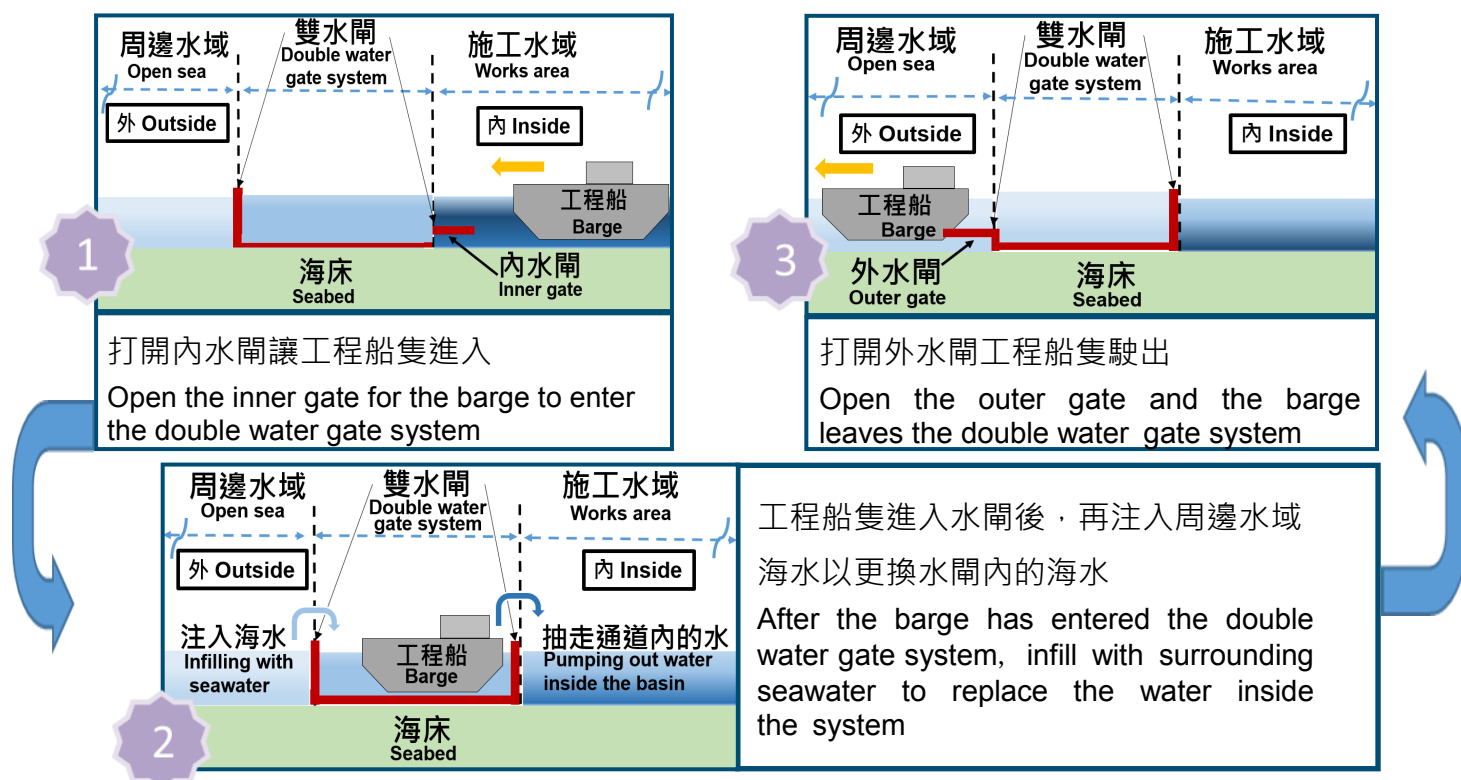
The temporary steel cofferdam and the double water gate will be removed in early 2019 tentatively after the completion of dredging and filling works.

## 雙水閘系統的操作步驟 (以工程船隻駛出施工水域為例)

### Operation of Double Water Gate System (Illustrating a Barge Leaving the Works Area)

工程船隻須經過雙水閘系統進出臨時鋼圍堰，減少海泥流失至周邊水域。

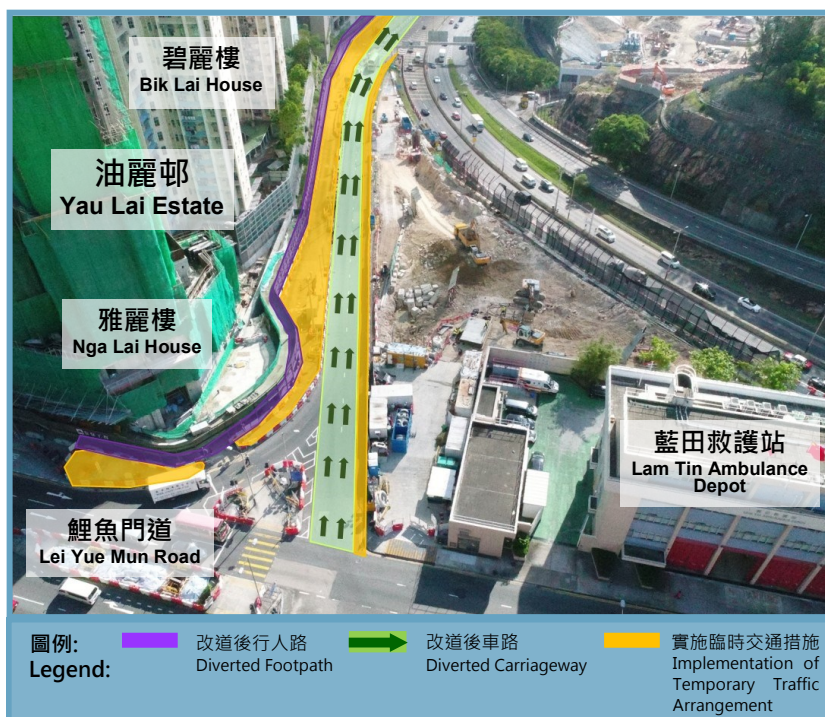
To minimise sediment loss to the open sea, all barges entering and leaving the temporary cofferdam will be controlled by the double water gate system.





## 東區海底隧道支路實施臨時交通措施

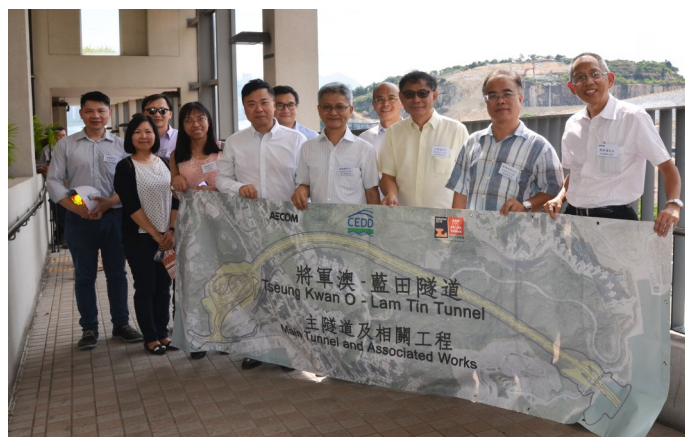
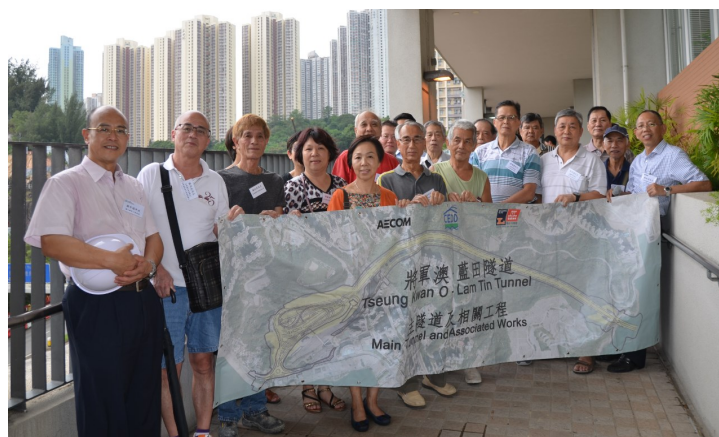
### Temporary Traffic Arrangement at Eastern Harbour Crossing Tunnel Slip Road



由2017年第四季起，東區海底隧道支路（往隧道口方向）的一段行車線將開始實施臨時交通安排，該段道路將會分階段局部封閉，但仍會維持雙線行車，為期約半年。我們會提供適當指示牌通知駕駛者及行人。

Starting from the 4th Quarter of 2017, a section of the Eastern Harbour Crossing Tunnel Slip Road (leading to the tunnel) will be partially closed in several staging while two-lane traffic will be maintained. This arrangement will last for about half a year. Appropriate signage will be provided on site to inform motorists and pedestrians.

## 參觀爆破工程 Site Visit of Blasting



為了使各持份者對爆破項目有更全面的了解，工程團隊在今年第三季舉辦了數次工地參觀活動，邀請了觀塘和西貢區區議員，以及藍田、油塘、茶果嶺和將軍澳的持份者觀看爆破工程。

To enable a better understanding of blasting works, the project team organized several site visits in the 3rd Quarter of 2017, inviting the District Council members of Kwun Tong and Sai Kong Districts, and the stakeholders at Lam Tin, Yau Tong, Cha Kwo Ling and Tseung Kwan O to witness the blasting work.



## 工程進度 Project Progress

進行中的工程：

- 藍田交匯處及將軍澳隧道入口進行土地平整；
- 藍田交匯處的爆破工程；
- 於將軍澳裝置臨時圍堰以進行填海工程；
- 北行人天橋地基工程；
- 建造將軍澳臨時躉船轉運站；以及
- 於將軍澳唐賢街、寶順路及東區海底隧道支路實施臨時交通改道。

Works in progress:

- Site formation at Lam Tin Interchange and Tseung Kwan O (TKO) Portal;
- Blasting works at Lam Tin Interchange;
- Installation of temporary cofferdam for reclamation in TKO;
- Piling works of Northern Footbridge;
- Construction of the temporary barging point at TKO; and
- Temporary traffic arrangement at Tong Yin Street, Po Shun Road in TKO and Eastern Harbour Crossing Tunnel Slip Road.



建造藍田交匯處  
Construction of Lam Tin Interchange

## 未來半年將展開的工程 Construction Works in Coming Half-Year

即將展開的主要工程如下：

- 將軍澳填海工程；
- 北行人天橋橋墩及橋身建造工程；
- 將軍澳海上高架橋地基預備工作；
- 臨時交通改道，以拆卸及重建部份將軍澳華永行人橋及 P2 路的道路工程；以及
- 開展將軍澳交匯處及 P2/D4 路兩份工程合約。

The major works to be carried out include:

- Reclamation works in TKO;
- Piers and deck construction of Northern Footbridge;
- Preparation works for piling works of marine viaduct in TKO;
- Temporary traffic arrangement for demolition and re-provision of part of BMCPD footbridge and road works for Road P2 in TKO; and
- Commencement of two works contracts for TKO Interchange and Road P2/D4.



將軍澳北行人天橋工程  
Construction of Northern Footbridge in TKO

## 資訊與聯絡 Information and Enquiries

如欲知詳情，請瀏覽「將軍澳－藍田隧道」的工程網頁：

For further information, please visit the TKO - LTT's project

歡迎提出意見及建議。

Your views and comments are welcome.

聯絡我們

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