

NOTES OF MEETING

Meeting Date/ Time : 27 November 2015, 7:00pm – 7:45pm

Place : Activity Room No. 2, G/F, Hong Kong Central Library
66 Causeway Road, Causeway Bay, Hong Kong

Project : Central – Wan Chai Bypass and Island Eastern Corridor Link (the Bypass)

- Tunnel (Causeway Bay Typhoon Shelter Section)
(Contract No. HY/2009/15)
- Tunnel (Slip Road 8 Section)
(Contract No. HY/2010/08)
- Tunnel Buildings, Systems and Fittings, and Works Associated with Tunnel Commissioning
(Contract No. HY/2011/08)

Subject : Notes of the 11th Meeting of Community Liaison Group (CLG) for Causeway Bay District

Distribution : Causeway Bay Typhoon Shelter Mutual Aid Committee (CBTS-MAC), Hong Kong Off-Shore Fishermen's Association (HKOFA), Park Towers, China State Construction Engineering (HK) Limited (CSHK), Leighton Joint Venture (LJV), Environmental Team (ET), Independent Environmental Checker (IEC), Highways Department (HyD) and AECOM Asia Co. Ltd. (AECOM)

Present:

Mr. LEUNG Pak Chuen, Engineer	} Central – Wan Chai Bypass,
Mr. Eric LAW, Assistant Engineer	} HyD
Mr. Samuel CHAN, CRE	} AECOM
Ms. Lydia LEE, SRE	}
Mr. Eric WONG, SRE	}
Mr. Elxsente CHAN, SRE	}
Ms. Remmy CHU, RE	}
Ms. Doris VOON, RE	}
Mr. Eric HO, RE	}
Mr. Alex POON, ARE	}
Mr. CHAN Kwok Wa, ARE	}
Ms. Wendy CHOW, SPRO	} CWB Public Relations Team
Ms. Chloe WONG, PRO	}
Ms. Michelle CHOW, PRO	}
Mr. Raymond DAI, Environmental Team Leader	} Lam Geotechnics Ltd. (ET)
Mr. David YEUNG, Independent Environmental Checker	} Ramboll Environ Hong Kong Ltd. (IEC)

Mr. Rex LAU, Construction Manager	} CSHK
Mr. Keith LEUNG, Construction Manager	}
Mr. Thomas WONG, Construction Manager	}
Mr. Hilary POON, Construction Manager	} Leighton Joint Venture (LJV)
Mr. Raymond LAM, Senior Engineer (M&E)	}
Mr. Malcolm LEUNG, Environmental Officer	}
Representatives from relevant stakeholders	
Mr. POON	} CBTS-MAC
Mr. LEUNG	}
Ms. HO	} HKOFA
Mr. FU (District Councillor)	} Park Towers
Ms. LEE	
Mrs. CHAN	
Mrs. LAM	

<u>NO.</u>	<u>ITEM</u>	<u>ACTION</u>
1	Introduction	
1.1	AECOM welcomed members and introduced the speakers and the agenda of the meeting.	Noted
2	Confirmation of Last Meeting Minutes	
2.1	AECOM stated that there was no amendment to the minutes of the last meeting and it was confirmed as a true record.	Noted
3	Project Overview	
	AECOM recapitulated the works progress of Contract No. HY/2009/15 - Tunnel (Causeway Bay Typhoon Shelter Section), Contract No. HY/2010/08 - Tunnel (Slip Road 8 Section) and Contract No. HY/2011/08 - Tunnel Buildings, Systems and Fittings, and Works Associated with Tunnel Commissioning.	Noted
3.1	<u>HY/2009/15 - Tunnel (Causeway Bay Typhoon Shelter Section)</u>	Noted
3.1.1	Construction activities carried out in the past six months under the Contract included:	
	a. Completion of Vessel Relocation Phase 3 near western end of Causeway Bay Typhoon Shelter (CBTS) and	

eastern end of ex-Wan Chai Public Cargo Working Area (ex-PCWA).

- b. Tunnel construction works including excavation, installation of excavation and lateral supports and rock excavation at the western end of ex-PCWA.

3.1.2 Construction activities anticipated in the coming six months would include:

- a. Tunnel construction works, including excavation and installation of excavation and lateral supports, construction of tunnel structure and removal of temporary reclamation at the western end of ex-PCWA.

3.2 HY/2010/08 - Tunnel (Slip Road 8 Section)

Noted

3.2.1 Construction activities carried out in the past six months under the Contract included:

- a. Tunnel construction works within the temporary reclamation section at CBTS opposite to Victoria Park Road, including construction of diaphragm walls, excavation and installation of excavation and lateral supports, construction of tunnel structure and completion of constructing tunnel base slab at eastern portion.
- b. Tunnel construction works at Victoria Park Road and the northern section of Victoria Park including construction of tunnel structure, completion of installing temporary sheet piles and pipe piles, installation of excavation and lateral supports, and reprovisioning of Bowling Green (West) and Pavilion.

3.2.2 Construction activities anticipated in the coming six months would include:

- a. Tunnel construction works within temporary reclamation section at CBTS opposite to Victoria Park Road, including completion of diaphragm walls, excavation and installation of excavation and lateral supports and construction of tunnel structure. In the eastern portion, construction of tunnel structure would be completed. Subsequent works, including backfilling above the completed tunnel, removal of diaphragm walls, removal of temporary reclamation and reinstatement of seabed would be completed.
- b. Tunnel construction works at Victoria Park Road and the northern section of Victoria Park including excavation and installation of lateral supports, construction of

tunnel structure, and completion of the reprovisioned Bowling Green (West) and Pavilion.

3.3 HY/2011/08 - Tunnel Buildings, Systems and Fittings, and Works Associated with Tunnel Commissioning Noted

3.3.1 Construction activities carried out in the past six months under the Contract included:

- a. Detailed designs for tunnel systems including air purification system, systems and fittings for tunnel and tunnel buildings, traffic control and surveillance system.
- b. Construction of East Vent Shaft.
- c. Preparation works for installation of tunnel cladding and electrical and mechanical system.

3.3.2 Construction activities anticipated in the coming six months would include:

- a. Procurement and installation of tunnel system including air purification system, systems and fittings for tunnel and tunnel buildings, traffic control and surveillance system.
- b. Construction of East Vent Shaft.
- c. Installation of tunnel cladding and tunnel electrical and mechanical system.

4 Temporary Traffic Arrangements (TTA)

4.1 Current Temporary Traffic Arrangements (TTA) Noted

To facilitate the construction works under Tunnel (Slip Road 8 Section) Contract (Contract No.: HY/2010/08), a section of Island Eastern Corridor / Victoria Park Road westbound was temporarily shifted southwards on 8 February 2015, while traffic on the last section of Island Eastern Corridor / Victoria Park Road eastbound was temporarily shifted northwards on 19 April 2015.

AECOM stated that the number of traffic lanes at Victoria Park Road and Island Eastern Corridor remained unchanged during the implementation of TTA. The concerned TTA had been discussed in the Traffic Management Liaison Group (TMLG) meetings, approved by TMLG members including Transport Department and Hong Kong Police Force and endorsed for implementation.

Before implementation of TTA, announcements were made to road

users through different channels and the project team would closely monitor the situation upon implementation, and assess the need for any improvements where considered necessary.

5 Site Environmental Issues

- | | | |
|-----|--|--------------------|
| 5.1 | ET briefed members on the locations of the environmental monitoring stations and the methods of auditing the construction noise level, the water quality and the air quality. ET also reported the environmental monitoring data recorded over the past six months. | Noted |
| 5.2 | ET stated that the monitoring results were generally satisfactory. No exceedance was recorded for both the air quality and the noise level. For the water quality, nine turbidity exceedances and two suspended solid exceedances were recorded. One of the turbidity exceedance was related to watermain connection works. The Contractor had notified the affected party and temporary WSD freshwater supplies were arranged during works period. The others were considered to be related to natural variations or changes of water quality in the vicinity of the monitoring stations. | Noted

Noted |
| 5.3 | AECOM summarised the environmental mitigation measures adopted during the course of works to the members. | Noted |
- a. Deploy silt curtains to minimize impact on water quality during marine works. Maintain sufficient stock of spare silt curtains and impermeable barriers for contingency use.
 - b. Operate sewage treatment and disposal facility on-site to ensure the discharge meeting the discharge standard.
 - c. Install automatic wheel washing equipment on-site.
 - d. Cover exposed soil surface and spray water on-site regularly to suppress dust emission.
 - e. Shelter cement batching station on top and three sides for cement batching and mixing.
 - f. Arrange waste separation facilities on-site for recycling purpose.
 - g. Adopt environmentally friendly materials and equipments such as solar energy.
 - h. Use T5 fluorescent tube and solar electric sensor.
 - i. Reuse materials, such as container and disused tyres etc.

- j. Use Forest Stewardship Council (FSC) managed forest timber.
- k. Comply with Construction Noise Permits (CNP) for works during restricted hours.
- l. Erect acoustic enclosures, barriers and mat to reduce the noise emission.
- m. Provision of acoustic mat next to Bowling Green Field in Victoria Park.
- n. Use of Quality Powered Mechanical Equipment (QPME).
- o. Use Euro 5 truck for concrete delivery.
- p. Use Ultra Low Sulphur Diesel.
- q. Clean up the deposited sediment under the weigh bridge.
- r. Deploy dump trucks with mechanical covers for transportation of construction and demolition waste.
- s. Reduce number of plant at night time as far as possible.
- t. Use of non-percussive type equipment for demolition and crushing of concrete.

6 Q&A

6.1 A representative of Park Towers enquired about the commissioning date of the Bypass and the works progress. Noted

AECOM stated that the commissioning date is under review, which would be after 2017. For the works progress, the progress of the contracts in Causeway Bay district were satisfactory.

6.2 Another representative of Park Towers enquired about the traffic route to Central and Causeway Bay from Hing Fat Street and Tsing Fung Street upon commissioning of the Bypass. Noted

AECOM stated that upon commissioning of the Bypass, motorists heading to Central could enter the westbound of the Bypass via Tsing Fung Street. For motorists heading to Causeway Bay, the traffic route would remain unchanged.

Noted

- 6.3 The representative of Park Towers further enquired whether there would be any exits of the westbound of the Bypass in Wan Chai.

AECOM replied that the eastern and western portals of the Bypass are located at Island Eastern Corridor in North Point and Rumsey Street Flyover in Central respectively. Motorists entering the Bypass via eastern portal could exit the Bypass adjacent to the Hong Kong Convention and Exhibition Centre in Wan Chai, while motorists entering the Bypass via Tsing Fung Street could head for Central only.

7 Conclusion

- 7.1 AECOM again brought members' attention to the various communication channels. They included the 24-hour hotline (2512 6233), email (enquiry@cwbc-hyd.hk), project website (www.cwbc-hyd.hk), newsletter, factsheet and Community Liaison Centres. Noted
- 7.2 For enquiries concerning works and environmental issues, members could contact SREs Ms. Lydia Lee and Mr. Eric Wong directly. Noted

8 AOB

- 8.1 AECOM stated that members would be informed about the date of the next CLG meeting (i.e. meeting No.12) by letter in due course. Noted

The meeting was adjourned at 7:45pm.

- End of Notes -