

**HONG KONG
GOVERNMENT
INFORMATION
SERVICES**

**DAILY
INFORMATION
BULLETIN**

Monday, July 3, 1972

AIRPORT EXTENSION CONTRACT

A Hong Kong firm has won the contract for the second stage of the airport runway extensions. Completion of the contract, worth about \$42 million, will enable supersonic aircraft to use the runway.

The Government through its consulting engineers, Scott Wilson Kirkpatrick and Partners, has accepted the tender of Paul Y. Construction Co. Ltd.

The main work to be carried out under the second stage is the construction of nine acres of concrete pavements and 28 acres of asphalt pavements, which are designed for use by supersonic jets.

Work should begin early this month and take about 16 months to complete.

The runway length is being increased from 8,350 feet to 11,130 feet.

Ancillary works include the construction of a new subsidiary fire station, an electric power sub-station, an underground building for electronic equipment to be used for guiding aircraft landing over the sea from the direction of Lei Yue Mun, and dolphins beyond the end of the extended promontory to carry the runway approach lights.

In addition, the whole of the existing runway surface will be strengthened and improved by an asphalt overlay.

/The first

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The first stage development, involving the construction of seawalls and reclamation, is now about 75 per cent complete.

Tenders for the third and final stage of the runway extension, the supply and installation of electrical equipment, will be called later this year so that the extension can be opened in the autumn of 1973.

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Note to editors: The contract for the second stage of the runway extension will be signed on Wednesday, July 5, 1972, at 12 noon, in the Conference Room of the Public Works Department, 7th floor, Murray Building. Mr. H.D. Stead, Principal Government Civil Engineer, will sign on behalf of the Government.

You are cordially invited to send a reporter and/or photographer to cover the contract-signing ceremony on Wednesday, July 5.

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QUARANTINE RESTRICTIONS LIFTED

The Port Health Authority has announced the lifting of quarantine restrictions imposed against arrivals from Delat (A), Vietnam Republic. The restrictions had been imposed because of plague.

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RESETTLEMENT CLEARANCE

Staff of the Resettlement Department today carried out the last of a four-phase tidying up operation at Ngau Tau Kok Resettlement Estate in Kowloon.

The operation involves the removal of some 284 illegal hawker structures now choking parts of the estate. Apart from causing obstruction they are also regarded as fire and health hazards.

Hawkers involved in today's operation will be resited in a temporary hawker bazaar nearby where proper water taps and drains are provided.

During the two-day operation, some 34 illegal shop extensions will also be cleared.

Since the first phase of the clearance began last November some 670 illegal structures have been demolished.

The Commissioner for Resettlement, Mr. Ian Lightbody, recently expressed his determination to improve the environment of the department's estates by tidying up the places and bringing the hawkers under tighter control. He is also determined to restore dignified and pleasant living conditions to the estate tenants.

In today's operation, some 120 lorry loads of refuse and debris were collected.

When members of the Department's Tidiness Teams arrived at Ngau Tau Kok this morning, many structures had already been torn down or vacated. Those hawkers who remained were cooperative and moved out by themselves shortly after the teams arrived.

Note to editors: Copies of a photograph showing the illegal hawker stalls before today's removal are distributed separately in the GIS press boxes.

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GRANT FOR BASKETBALL CHAMPONSHIPS

The Government is to give \$15,000 towards to cost of sending two Hong Kong schools basketball teams to participate in the Asian Schools International Basketball Championship in Singapore later this month.

This followed a request from the Hong Kong and the New Territories Sports Associations who accepted an invitation to take part in the Championships.

A Government spokesman said "basketball was not only a major sport in Hong Kong schools, but also a game in which students had reached a reasonably high standard.

"Participation in the forthcoming championships would expose Hong Kong students to overseas competition and would help to improve standards.

The competition will be held in Singapore between July 24 and 29. The two Associations plan to send two teams of 12 players each, accompanied by four officials.

The Associations have estimated the cost of participation to be about \$32,000 covering air fares, uniforms, sports equipment, insurance and contingencies. The cost of board, accommodation and other expenses in Singapore will be met by the organisers.

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CAREERS AMONG SCHOOL LEAVERS

School leavers in two Kowloon districts are to take part in an unusual project beginning tomorrow (July 4) to help them choose a career and then show them factories in action.

The project is to involve 126 boys and girls fresh from final examinations in Shek Kip Mei and Kowloon Tsai secondary schools, and is the joint effort of the Social Welfare Department and the Youth Employment Advisory Service of the Labour Department.

The idea comes from the headmasters of district schools, who told community workers they believed school leavers could benefit not only from talks on the openings available to them, but from visits to factories to see for themselves industrial working conditions.

As a result, two days of lectures at the Tai Hang Tung Community Centre have been arranged, on July 4 and 7, beginning at 2 p.m.

Between lectures and discussions, by invitation of the managements concerned, the participants will visit Sonca Industries Limited and Fairchild Semiconductor Limited.

Other talks on careers for school leavers in Wong Tai Sin will be held later in the month in the Wong Tai Sin Community Centre.

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Note to Editors: You are invited to attend the lectures and accompany the students on their visits to the factories.

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CONCERN OVER WAGE PAYMENTS

The Labour Department is concerned about the early payment of wages due to workers of eight factories which were damaged by fire on June 21 and 22.

Officers from the Labour Relations Service visited the managements of these establishments during the past few days. They found that adequate arrangements had been made to pay the workers their wages earned up to the date of the fire on their normal pay days early this month.

The establishments concerned consist of an electronics factory and a plastics factory in King's Road, North Point and six other factories in Ning Foo Street, Chai Wan.

A spokesman for the Labour Department said, "Workers who have experienced difficulty in getting wages due to them are welcome to contact the Labour Relations Service (Hong Kong) at the Hong Kong Regional Office, New Rodney Building, 99 Queensway or on telephone H-249081 extension 60."

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LEGAL AID FOR ALL STORM VICTIMS

Legal aid is available to all victims of the recent rainstorm disasters as well as their dependents.

A reminder to this effect was issued today by the Director of Legal Aid, Mr. D.O.'R. Mayne Q.C.

All those wishing to apply for legal aid in connection with any legal claims which they might consider they have against any person or persons, including the Government, should **call** during office hours at the Legal Aid Department's branch office at Rooms 702-705, D'Aguilar Place, 7th floor, No. 7, D'Aguilar Street.

They can also ask for an appointment after office hours by telephoning H-231973 or H-253862.

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DRAW FOR 50TH LOTTERY

Winning tickets of the 50th Government Lottery will be drawn by four popular HK-TV artists: Miss Lee Heung-kam, Miss Law Lan, Mr. Tam Ping-man and Mr. Ho Sau-shun, at the Concert Hall, City Hall on Saturday, July 15.

This was revealed today at a press conference given by the Government Lotteries Management Committee.

Lottery tickets are already on sale and will remain so until closing time at 9 p.m. on Friday, July 14.

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WATER INTERRUPTION

The water supply to certain premises in the Hung Hom area will be interrupted for five hours beginning from 1 a.m. on July 5, 1972.

The temporary stoppage is to enable the Waterworks Office to carry out a leakage test.

The premises affected are in the area bounded by Farm Road, Ma Tau Wai Road, Ma Tau Chung Road, Ma Tau Kok Road, Tam Kung Road, San Shan Road, Pau Cheung Street, Kok Shan Road, Hau Pui Loong Road, Tin Kwong Road and Argyle Street.

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TUNNEL APPROACH ROADS

Note to Editors: Construction of the cross-harbour tunnel road connections by the Public Works Department on both sides of the harbour - a multi-million-dollar project designed for smooth and easy traffic flow to and from the tunnel portals - is now almost completed for the opening of the tunnel later this month.

A comprehensive press item giving details of the project is contained in a supplement to today's Daily Information Bulletin.

Copies of sketches showing the tunnel road connections on each side of the harbour are attached to the D.I.B. Supplement, which is distributed separately in the G.I.S. Boxes this evening.

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Release Time: 6.30 p.m.



HONG KONG GOVERNMENT

INFORMATION SERVICES**DAILY INFORMATION BULLETIN
SUPPLEMENT**

Monday, July 3, 1972

The following has been prepared by the P.W.D. and is issued for your editorial use.

CROSS-HARBOUR TUNNEL APPROACH ROADS

The cross-harbour tunnel road connections on both sides of the harbour - a scheme designed for smooth and easy traffic flow to and from the tunnel portals - are now almost ready for the opening of the tunnel later this month.

A major part of the connections on Hong Kong Island is already in use and the connections in Kowloon are nearing completion.

This scheme to provide the necessary land-fall connections to the tunnel comprises no less than six separate projects at a total cost of some HK\$37 million.

Planning and design of the scheme, which has been a formidable task, has been carried out by the Highways Office and the Port Works Division of the Civil Engineering Office of the Public Works Department.

In addition to being responsible for the construction of all the roadworks associated with the tunnel connections the Director of Public Works is required under the Cross-Harbour Tunnel Ordinance to approve all plans for the tunnel construction.

/The authority

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The authority for approving these plans was delegated by the Director to the Chief Engineer, Port Works Division of the Public Works Department. This task has required the checking of over 400 drawings and the related design calculations.

The tunnel connections are supplemented by other major works which have been constructed to provide quick and direct routes for traffic both on Hong Kong Island and in Kowloon.

Island Connections

On the Island side, the tunnel connections have been integrated with the new Waterfront Road to provide a main interchange connecting important centres on the Island by way of the Canal Road twin flyover. The latter provides a direct link between Happy Valley/Central and Happy Valley/North Point/Shau Kei Wan. The Causeway flyover, spanning the approach road to the tunnel portal, will separate the main traffic flow between Central and North Point and the cross harbour tunnel. The Marsh Road flyover will cater for traffic serving completed and future developments on the Wan Chai reclamation. Six foot-bridges have been located at strategic points for safe pedestrian crossing.

At the Kowloon end, the road connections are situated on a 16-acre area in Hung Hom. This network has two elevated roadways, three flyovers and six subways, including a vehicular bridge over the railway tracks to the proposed Hung Hom Railway Terminal. This interchange has been designed for maximum traffic flow to and from the tunnel portal in three directions -- westwards towards Tsim Sha Tsui by Chatham Road and Austin Road and to Yau Ma Tei by Gascoigne Road, northwards to Princess Margaret Road by two one-way parallel elevated roadways 60 feet above the existing railway tracks to the Tsim Sha Tsui station, and eastwards, to Chatham Road by two parallel flyovers and loop roads.

/A two-way

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A two-way flyover spanning Gascoigne Road for traffic between Chatham and Princess Margaret Roads has been in operation since October 1969. The alignment and level of Princess Margaret Road are also being altered so that northbound traffic from the tunnel can pass over southbound traffic to Tsim Sha Tsui. A part of Chatham Road is being re-graded and re-aligned to a standard three-lane dual carriageway. Princess Margaret Road is also being widened from its junction with Gascoigne Road to Wylie Road.

Access to the Technical College will be via an underpass from Chatham Road to old On Fat Road for the period of approximately one year until work is sufficiently advanced on the Austin Road Extension Project due to commence at the end of this year. Subways and a footbridge across the tunnel approach road will give pedestrians direct access between the Technical College and the Hung Hom bus terminus and ferry piers; subways elsewhere allow ground-level footpaths to pass below roads on embankments.

Difficulties

It was intended originally that the tunnel would be opened in 1970 and the Waterfront Road from Arsenal Street to Victoria Park was planned to be ready then so that it could cater for the increased flow of traffic. Much of this road was to be on land reclaimed under the Wan Chai reclamation scheme. Difficulties were encountered in 1966/1967 in obtaining filling from the usual sources which were private site - development schemes. A special site-formation contract in the Tin Hau Temple area was let together with contracts for transporting filling material by barge from Kowloon to meet the then expected deadline.

/In advance

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In advance of the Island connections to the tunnel it was necessary to construct an extension to the Bowrington Canal comprising a culvert 1,000 feet long and 40 feet wide. Problems in dealing with large inflows of ground water had to be overcome; especially since filling for the reclaimed area had little chance to settle and large voids were encountered. The problems of incoming ground water were particularly difficult immediately at the back of the seawall and special precast sections were used at this location to overcome the difficulties.

The remainder of the canal roof is supported on precast concrete piles some of which are 90 feet in length. Side walls were precast and hung from edge beams at roof level. The canal invert slab is cast directly onto the ground below, with an intervening rock-filter layer, and is thus able to move independently of the roof structure under the action of water pressure. Work on this extension began in August 1967 and was completed in March 1969 at a cost of HK\$2.7 million.

Construction of the elevated roadway within Canal Road, ultimately to provide a direct route between Happy Valley area and the Waterfront Road or Harbour Tunnel, was commenced at an early date (in March 1965) to provide sufficient time for overcoming anticipated foundation difficulties. These were expected because of two major reasons:-

- (1) Foundations were to be constructed below invert level of the existing Bowrington Canal, which occupied a substantial part of the area of Canal Road. The canal had to remain in use, and during the rainy season could not be obstructed by temporary works.
- (2) A number of old adjacent buildings were structurally unsound, and the effect of ground vibration during piling could not be accurately predicted.

/Particular

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Particular problems in addition to those mentioned, included handling and driving piles up to 90 feet in length between buildings not more than 95' - 0" apart whilst working above a canal approximately 40' - 0" in width; prestressing support frames with pulls of up to 200 tons, working to within a few feet of existing buildings which had to remain occupied; placing up to 400 tons of concrete in single pours, above ground areas which had to be kept open for the public; lifting and placing beams 75' - 0" in length and in some instances weighing as much as 38 tons, again within the restricted site area and above the canal. A maximum clear span of approximately 110' - 0", was constructed above Hennessy Road which could not be obstructed in any way during the daytime. The contract was successfully completed by April 1970 within the specified 25 months period at a cost of HK\$4.9 million.

Circular

The Canal Road Flyover Extension was constructed to provide a connection between Canal Road flyover and Waterfront Road. Within a short time of work beginning, however, a decision was made to proceed with the Cross-Harbour Tunnel and the scope of the contract was therefore revised.

A particular feature is the circular shape of the major flyover, which is dictated by the very restricted area of site available for the whole of the interchange. This posed problems when fitting the heavy precast beams within the circular flyover deck; nevertheless other advantages accrue from the use of precasting and in this instance it was combined with an insitu concrete deck-slab and edge detail to give the required shape.

/In conjunction

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In conjunction with flyover and road construction, extensive improvements have been made to existing trunk-sewers and new trunk-sewers laid in readiness for further improvement in future. Construction commenced in April 1969 and was completed in February 1971 at a cost of HK\$5.4 million.

Work on the Island connections to the tunnel began in July 1970. These comprise two flyovers which complete the Waterfront Road/Cross Harbour Tunnel interchange. Both flyovers are of similar construction to those constructed previously. They were opened in April 1972 at a cost of HK\$4.9 million.

Kowloon Connections

In Kowloon work on the flyover at Gascoigne Road began in the spring of 1968 and was completed in October 1969 at a cost of HK\$3.5 million. The remainder of the works in Kowloon commenced in April 1970 and are estimated to cost HK\$15 million.

The north south route climbs from the tunnel by means of an earth-fill embankment, which for most of its length is contained by retaining walls in order not to impinge upon the area for the Hong Kong Technical College on the one side, and the new Hung Hom Railway Terminus development on the other.

Special measures were taken to deal with anticipated settlements of retaining walls due to the underlying ground conditions; an existing concrete culvert crossing the line of the embankment, is now protected by a specially designed structure which carries the weight of the new filling. Where the route crosses Chatham Road, it is carried by simply-supported spans of beam and deck slab construction on reinforced concrete columns and capping beams with piled foundations.

/The route

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The route then continues on a further section of embankment before reaching the high-level spans which climb to meet Princess Margaret Road. These high-level spans presented special problems since they cross the main Kowloon-Canton Railway line and in part are 60 feet above ground. For this reason the contractor chose to work entirely at deck level, including the launching and placing of 70' - 0" long beams weighing up to 36 tons, by using launching equipment and hanging platforms all of which had to be fabricated and fitted on site.

Blasting

Foundations for this section were in part piled, in part pad footings upon rock, but adjacent to the railway caissons five feet in diameter had to be sunk to a depth of 65-feet before suitable bearing capacity was found. To marry in with this route, the existing Princess Margaret Road south bound carriageway was lowered, and the north bound carriageway widened. Excavation in rock immediately alongside the cutting face above the Kowloon-Canton Railway, which of necessity required blasting operations, had to be co-ordinated in detail with the railway authorities and police to avoid any risk to the users of either road or rail. In the event, the entire work for the high-level route was completed without accident or undue interference to road or rail traffic.

The east west route runs alongside and partly occupies the existing Chatham Road, but has been elevated to allow track crossing at original ground level to serve the new Hung Hom Railway Terminus area. The new road is again on an embankment, but in this case for most of the length the embankment slopes are grassed. Alongside the railway alignment, however, 33-foot-high retaining walls had to be provided and by reason of poor ground conditions these are of the counterfort type entirely supported on piles.

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There were two major problems in connection with this route. The most difficult of these was dealing with existing utility services since many of these had to be raised, but at the same time could not be disconnected or buried under deep embankment filling until the alternative high-level route on the embankment was available.

Interim diversions had to be implemented by the Utility Companies, and the co-ordination of this work required great care to ensure that each Company did not unduly interfere with the other, whilst at the same time any delay to road construction was kept to a minimum. Existing utilities also obstructed a new pedestrian subway which had to be built prior to the high-level route being completed, and in this case many of the utilities had to remain in position whilst the subway was constructed around them.

Traffic Density

The second major problem was caused by the very high density of traffic using the existing Chatham Road. To avoid any interruption of traffic flow the movement of plant or materials from one side of the road to the other by means of a straight forward road crossing was not allowed. This meant that all site traffic had to enter the normal traffic stream and thereafter follow a very lengthy off-site route before returning to join the opposite carriage-way. The diversion of traffic from existing road onto the new high-level road had to be arranged in two stages, with the interval between each stage taken up by completion of embankment filling and further road construction.

Throughout the contract particular measures were taken to stabilise the very high embankment fills, and despite two typhoon seasons, including the very severe typhoon Rose, inconvenience due to rain water run-off or silt on adjacent public roads was minimal.

/The main

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The main quantities of work constructed are:-

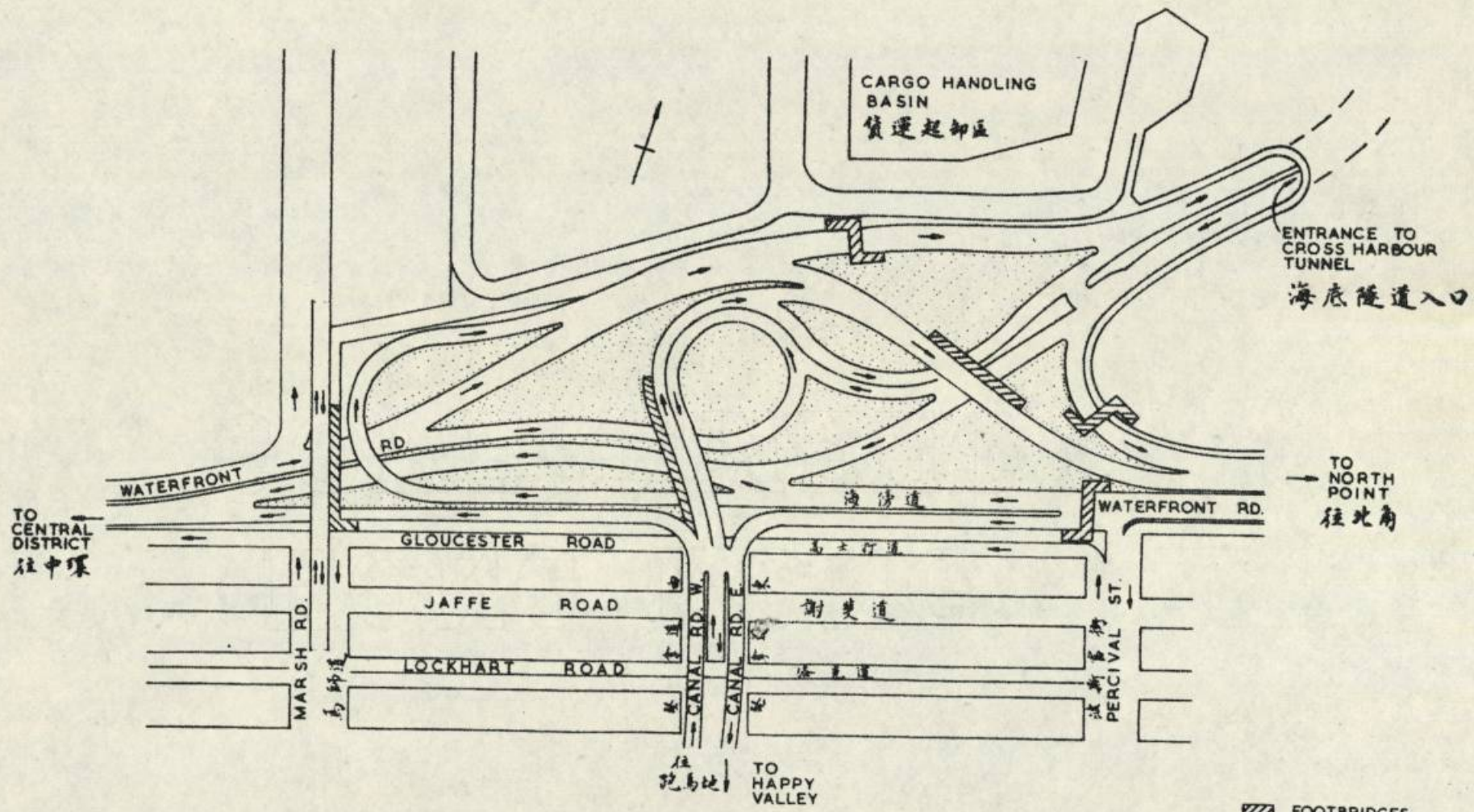
Length of road on structures	:	3,900 ft.
Length of road on embankment	:	9,400 ft.
Length of <u>ground</u> level roads	:	9,800 ft.
Volume of compacted fill	:	420,000 cubic yards
Driven precast piling	:	101,000 ft.
Total weight of reinforcement	:	4,710 tons
Total weight of insitu concrete	:	96,000 tons
Precast beams	:	374 No. (total weight 13,300 tons)

Government's Consulting Engineers were Messrs. Scott Wilson Kirkpatrick and Partners, in association with Messrs. Freeman Fox and Partners.

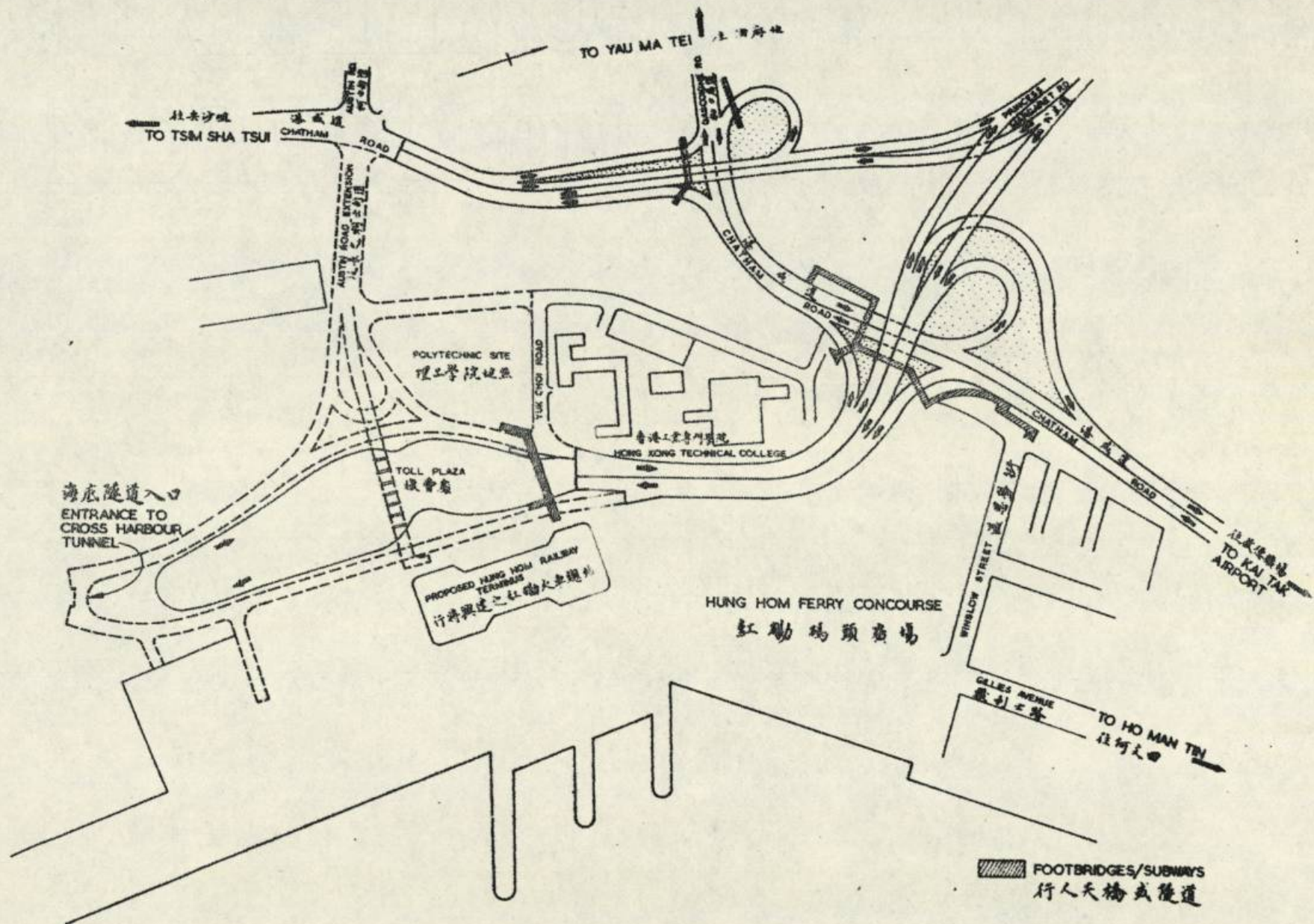
The contractor for the main Canal Road Flyover across Hennessy Road and for the main tunnel connections was Messrs. Paul Lee Engineering Co., Ltd., and for the extension of the Canal Road Flyover across the Waterfront Road and for the Bowrington Canal Extension was Messrs. Fook Lee Construction Co. Ltd. The contractor for the works in Kowloon was Messrs. Paul Y. Construction Co. Ltd.

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Release Time: 7.00 p.m.



CROSS HARBOUR TUNNEL ROAD CONNECTIONS — ISLAND
 香港區 — 海底隧道口之道路連接圖



CROSS HARBOUR TUNNEL ROAD CONNECTIONS—MAINLAND
AND
PROPOSED AUSTIN ROAD EXTENSION

九龍區——行將延長之柯士甸道及海底隧道口之道路連接圖