



## DAILY INFORMATION BULLETIN

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MONDAY, FEBRUARY 10, 1986

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BOXING CLEVER OVER CONCRETE PLANS FOR HARBOUR TUNNEL  
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WHEN WORK STARTS ON THE HK\$3-BILLION EASTERN HARBOUR CROSSING LATER THIS YEAR, IT WILL INVOLVE ONE OF THE BIGGEST CONCRETE-POURING OPERATIONS HONG KONG HAS EVER SEEN.

AT THE HEIGHT OF CONSTRUCTION THE CONTRACTORS WILL BE POURING 50 CUBIC METRES OF CONCRETE PER HOUR, 24 HOURS A DAY, SEVEN DAYS A WEEK FOR UP TO 16 MONTHS.

THE MASSIVE OPERATION, IN THE CHA KWO LING QUARRY, WILL PRODUCE 15 CONCRETE +BOXES+, EACH 115 METRES LONG, 30 METRES WIDE AND 10 METRES DEEP AND WEIGHING 35 000 TONNES.

THE +BOXES+, KNOWN OFFICIALLY AS PREFABRICATED, IMMERSSED, RE-INFORCED, CONCRETE TUBE UNITS, WILL CONTAIN THE TWO RAIL, TWO ROAD AND VENTILATION TUNNELS WHICH WILL MAKE UP THE EASTERN HARBOUR CROSSING.

FOR THE OPERATION THE CHA KWO LING QUARRY, WHICH WILL SUPPLY THE AGGREGATE FOR THE CONCRETE, WILL BE TURNED INTO A DRY DOCK AND A CHANNEL WILL BE BUILT CONNECTING IT TO THE HARBOUR. AS EACH OF THE 15 UNITS IS COMPLETED IT WILL BE FLOATED ACROSS THE HARBOUR AND LOWERED ON TO CONCRETE PADS CONSTRUCTED IN A TRENCH DREDGED ON THE HARBOUR FLOOR. THE UNITS WILL BE LOWERED INTO POSITION BY ANCHOR WINCHES ATTACHED TO TWO PURPOSE-BUILT PONTOONS.

ANY PROJECT OF THIS SIZE PRESENTS PROBLEMS, BUT ONE OF THE BIGGEST IN THIS CASE WILL BE TIME.

AS ONE ENGINEER ASSOCIATED WITH THE TUNNEL SAID: +TO COMPLETE \$3 BILLION WORTH OF WORK OF THIS NATURE IN JUST THREE-AND-A-HALF YEARS IS QUITE AN UNDERTAKING AND THE NEW HONG KONG TUNNEL CONSORTIUM, WHO WILL BE BUILDING THE TUNNEL, WILL HAVE TO EMPLOY SEVERAL CONTRACTORS.+

TO HELP OVERCOME THE PROBLEMS AND SMOOTH THE WAY FOR THE CONSORTIUM AND ITS SUB-CONTRACTORS, THE GOVERNMENT HAS SET UP A SPECIAL UNIT OF THE ENGINEERING DEVELOPMENT DEPARTMENT. KNOWN AS THE EASTERN HARBOUR CROSSING TEAM, ITS JOB IS TO EASE THE PATH THROUGH THE MANY LAWS AND ORDINANCES THAT HAVE TO BE OBSERVED WHILE THE TUNNEL IS BEING BUILT TO ENSURE THAT THE WORK IS NOT HELD UP.

WITH THE TUNNEL INTENDED AS AN IMPORTANT LINK IN HONG KONG'S RAPIDLY-DEVELOPING MODERN TRAFFIC NETWORK, THE GOVERNMENT IS MAINTAINING A WATCHING BRIEF OVER THE PROJECT.

THE HEAD OF THE EASTERN HARBOUR CROSSING TEAM, MR KEITH FUTCHER, SAID: +CERTAIN PROVISIONS HAVE BEEN WRITTEN INTO THE CONTRACT TO ENSURE THE PUBLIC'S AND THE GOVERNMENT'S INTEREST ARE PROTECTED. AFTER ALL, THIS IS, IN A SENSE, A PUBLIC UTILITY.+

HONG KONG HAS PIONEERED THE USE OF IMMERSSED-TUBE TUNNEL CONSTRUCTION WHICH WAS FIRST DEMONSTRATED SUCCESSFULLY BY AN ENGINEER IN BRITAIN IN THE VICTORIAN-ERA, USING UNITS BUILT OF BRICK. LITTLE WAS DONE WITH THE METHOD UNTIL HONG KONG'S FIRST CROSS-HARBOUR TUNNEL WAS BUILT IN THE 1960'S. KUMAGAI GUMI, ONE OF THE PARTNERS IN THE NEW CROSS-HARBOUR TUNNEL CONSORTIUM, BUILT THE MASS TRANSIT RAILWAY'S CROSS-HARBOUR LINK BY A SIMILAR METHOD.

THE NEW TUNNEL, WITH ITS CAPACITY OF 80 000 VEHICLES A DAY AND ITS MTR ACCESS TO THE EASTERN PARTS OF HONG KONG AND KOWLOON, WILL GREATLY RELIEVE ROAD CONGESTION AT THE PRESENT CROSS-HARBOUR TUNNEL, WHICH IS ALREADY OPERATING ABOVE ITS ORIGINALLY-PROJECTED CAPACITY.

IT WILL ALSO PROVIDE ANOTHER ACCESS ROUTE TO JUNK BAY NEW TOWN, THE PROJECTED HOME FOR 180 000 PEOPLE IN THE NEXT DECADE. WHEN THE PROPOSED TUNNEL THROUGH TATE'S CAIRN IS COMPLETED IT WILL PROVIDE A NEW CONNECTION BETWEEN SHA TIN AND DOWN-TOWN BUSINESS AREAS.

THERE IS NO DOUBT THAT THE NEW ACCESS WILL BRING A BUILDING +BOOM+ TO THE CURRENTLY RUN-DOWN CHA KWO LING AREA, WHICH IS LIKELY TO BE THE SITE OF MAJOR DEVELOPMENTS IN THE EARLY 1990'S.

ONE CERTAIN DEVELOPMENT WILL BE THE FILLING IN OF THE DRY-DOCK IN THE QUARRY BASIN AND THE CONSTRUCTION OF THE TUNNEL TOLL PLAZA ON THE SITE. THERE WILL ALSO BE ROAD IMPROVEMENTS IN THE KWUN TONG-LAM TIN AND CHA KWO LING AREAS. THE MTR LINE WILL BE EXTENDED OVERGROUND FROM KWUN TONG STATION VIA KWUN TONG ROAD TO LAM TIN WHERE IT WILL GO UNDERGROUND NEAR CHA KWO LING FOR THE HARBOUR CROSSING.

ALSO PART OF THE TUNNEL +PACKAGE+ WILL BE A COMBINED RESIDENTIAL-COMMERCIAL PROPERTY DEVELOPMENT NEXT TO LAM TIN MTR STATION.

WORK ON THE PROJECT IS EXPECTED TO START SOMETIME IN MARCH ONCE THE EASTERN HARBOUR CROSSING ORDINANCE HAS BEEN PASSED.

THE NEW HARBOUR TUNNEL IS UNDOUBTEDLY ONE OF THE MOST EXCITING ENGINEERING PROJECTS TO BE UNDERTAKEN IN HONG KONG IN RECENT YEARS.

AS MR FUTCHER SAID: +IT'S PROBABLY AS BIG AS ANYTHING IN THE WORLD IN TERMS OF TUNNELLING UNIT SIZE.+

JUST AS BIG WILL BE ITS IMPACT IN IMPROVING NOT ONLY THE COMMUNICATIONS BUT THE ENVIRONMENT AND LIFESTYLE OF HONG KONG.

AS WITH THE FIRST CROSS-HARBOUR TUNNEL AND THE MTR, HONG KONG PEOPLE WILL NOT REALISE JUST HOW MUCH THE EASTERN HARBOUR CROSSING WILL BENEFIT THEM UNTIL IT IS COMPLETED AND IN OPERATION.

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\$34.6 MILLION AID FOR ACCIDENT VICTIMS  
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THE SOCIAL WELFARE DEPARTMENT PAID OUT \$34.6 MILLION IN 1985 TO HELP TRAFFIC ACCIDENT VICTIMS OR THEIR DEPENDANTS.

THE PAYMENTS, MADE UNDER THE TRAFFIC ACCIDENT VICTIMS ASSISTANCE (TAVA) SCHEME ADMINISTERED BY THE DEPARTMENT, WERE 8.8 PER CENT MORE THAN PAYMENTS MADE IN 1984.

LAST YEAR, 5 622 APPLICATIONS FOR ASSISTANCE WERE RECEIVED, COMPARED WITH 5 916 IN 1984.

A DEPARTMENT SPOKESMAN SAID TODAY (MONDAY) THAT THE FEWER APPLICATIONS RESULTED FROM A DECLINE IN TRAFFIC ACCIDENT CASUALTIES.

ABOUT 93 PER CENT (5 233) OF THE APPLICATIONS WERE SUCCESSFUL COMPARED WITH 90 PER CENT IN 1984, THE SPOKESMAN SAID.

IN ONE INCIDENT OCCURRING ON FEBRUARY 2 LAST YEAR AT THE JUNCTION OF LION ROCK TUNNEL ROAD AND TAI CHUNG KIU ROAD IN SHA TIN, 54 VICTIMS WERE INVOLVED, AND ASSISTANCE AMOUNTING TO \$66 577 WAS PAID TO 27 OF THEM.

THERE WERE TWO CASES IN WHICH THE HIGHEST SINGLE PAYMENT OF \$48 280 WAS MADE TO EACH OF TWO FAMILIES INVOLVING THE LOSS OF THE SOLE WAGE-EARNERS.

THE TAVA SCHEME PROVIDES EARLY FINANCIAL HELP TO TRAFFIC ACCIDENT VICTIMS OR THEIR DEPENDANTS, WITHOUT REGARD TO THE MEANS OF THE FAMILY OR THE ELEMENT OF FAULT.

ANY PERSON INJURED IN A TRAFFIC ACCIDENT WOULD BE ELIGIBLE FOR ASSISTANCE IF THE CASE HAD BEEN REPORTED TO THE POLICE, AND THE PERSON HAD OBTAINED THREE DAYS OF SICK LEAVE FROM A REGISTERED DOCTOR, OR BY CERTIFICATION OR HOSPITALISATION. APPLICATIONS MUST BE MADE TO THE SOCIAL WELFARE DEPARTMENT WITHIN SIX MONTHS OF THE ACCIDENT.

ENQUIRIES AND APPLICATIONS MAY BE DIRECTED TO THE DEPARTMENT'S TRAFFIC ACCIDENT VICTIMS ASSISTANCE SECTION ON THE FIRST FLOOR OF VICTORIA CENTRE, 15 WATSON ROAD, CAUSEWAY BAY OR BY CALLING 5-702342.

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BOOKLET TELLS HOW BUILDING IS CONTROLLED  
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BUILDING IS ONE OF HONG KONG'S MOST OBVIOUS ACTIVITIES AND GOES ON THROUGHOUT THE TERRITORY 24 HOURS A DAY, SEVEN DAYS A WEEK.

BUT, WITH SO MUCH ACTIVITY AND SO LITTLE SPACE, BUILDING MUST BE CAREFULLY CONTROLLED AND THAT TASK FALLS ON THE GOVERNMENT'S BUILDING DEVELOPMENT DEPARTMENT.

HOW THE DEPARTMENT COPEs, HOW IT IS ORGANISED AND WHAT ARE ITS FUNCTIONS, RESPONSIBILITIES AND POWERS ARE ALL DESCRIBED IN A FULL-COLOUR, 36-PAGE BOOKLET NOW ON SALE - +BUILDING: A GUIDE TO BUILDING DEVELOPMENT IN HONG KONG+.

PUBLISHED BY THE DEPARTMENT ITSELF, THE BOOKLET IS AVAILABLE AT \$16 A COPY FROM THE GOVERNMENT PUBLICATIONS CENTRE ON THE GROUND FLOOR OF THE GENERAL POST OFFICE IN CENTRAL.

IT HAS BEEN PRODUCED IN A NOVEL FORMAT WITH A +FILM STRIP+ RUNNING ALONG THE BOTTOM OF THE PAGES SHOWING BUILDINGS IN VARIOUS STAGES OF CONSTRUCTION. FULL-PAGE COLOUR PHOTOGRAPHS, DESIGNS AND PHOTO-MONTAGES ILLUSTRATE THE TEXT.

LIKE THE BDD ITSELF, THE BOOKLET IS DIVIDED INTO TWO PARTS - ONE ON THE ARCHITECTURAL OFFICE AND ANOTHER ON THE BUILDINGS ORDINANCE OFFICE.

THE DIRECTOR OF BUILDING DEVELOPMENT, MR CHAU CHAM-SON, SAYS IN A FORWARD: +THE TWO OFFICES HAVE BEEN IN EXISTENCE FOR MANY YEARS, BUT IT WAS NOT UNTIL APRIL 1, 1982, FOLLOWING THE BREAK UP OF THE FORMER PUBLIC WORKS DEPARTMENT, THAT TOGETHER WITH A HEADQUARTERS ORGANISATION THEY WERE LINKED TO FORM THE BUILDING DEVELOPMENT DEPARTMENT.+

AS THE SECRETARY FOR LANDS AND WORKS, MR NICKY CHAN, TOLD A CONFERENCE IN HONG KONG: +NOBODY WOULD QUESTION THE GOVERNMENT'S RIGHT TO LAY DOWN MINIMUM STANDARDS FOR THE DESIGN OF TALL BUILDINGS. WE ARE FACED WITH A COMPLEX SOCIETY, RAPID TECHNOLOGICAL DEVELOPMENT, AND A NEED TO MAKE THE BEST USE OF RESOURCES.+

THE BOOKLET TELLS HOW THE BDD EXERCISES THAT RIGHT - FROM DESIGNING BUILDINGS, CALLING TENDERS AND SUPERVISING CONSTRUCTION TO THE INSPECTION OF DANGEROUS OR ILLEGAL BUILDINGS AND THE PROSECUTION OF OFFENDERS.

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SURVEY ON MEDICAL SERVICES FOR THE AGED  
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A SURVEY ON THE EXISTING PROVISION OF MEDICAL SERVICES FOR THE AGED IN THE NORTH DISTRICT WILL BE CONDUCTED BY THE DISTRICT BOARD'S SOCIAL SERVICES COMMITTEE THIS MONTH.

THE SURVEY IS AIMED AT IDENTIFYING THE NEEDS OF LOCAL SENIOR RESIDENTS IN THE MEDICAL SERVICES, COMPARING THE CURRENT PROVISION OF THE SERVICES WITH THE DEMAND, AND LOOKING INTO POSSIBILITIES OF IMPLEMENTING SUCH SERVICES AS HEALTH EDUCATION PROJECTS AND A PRIORITY TREATMENT SCHEME.

ABOUT 400 HOUSEHOLDS, WHICH REPRESENT ONE PER CENT OF THE TOTAL HOUSEHOLDS IN THE AREA, WILL BE COVERED BY THE SURVEY.

THE SURVEY WILL BE CARRIED OUT BETWEEN FEBRUARY 22 AND 28, AND THE FINDINGS WILL BE RELEASED IN MARCH.

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GIANT SPRING SCROLL TO CELEBRATE NEW YEAR  
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KWUN TONG DISTRICT BOARD HAS PUT UP A LARGE SIGNBOARD IN THE TOWN CENTRE TO WISH LOCAL RESIDENTS A HAPPY NEW YEAR.

IN THE FORM OF A CHINESE SPRING SCROLL, THE \$70 000 SIGNBOARD, 18 METRES TALL AND 12 METRES WIDE, GREET'S PEOPLE PASSING THE KWUN TONG DISTRICT BRANCH OFFICES BUILDING IN TUNG YAN STREET - ONE OF THE BUSIEST AREAS IN THE DISTRICT.

AT NIGHT, IT IS LIT UP WITH ABOUT 800 LIGHT BULBS AND FIVE SPOTLIGHTS.

KWUN TONG DISTRICT BOARD CHAIRMAN, MR LAM HANG-FAI, SAID THE BOARD HAS ALSO PRINTED 400 000 LAI-SEE PACKETS AND 100 000 POSTERS FOR DISTRIBUTION TO THE KAIFONGS, AND CONSTRUCTED A +PAI-LAU+ TO CELEBRATE THE LUNAR NEW YEAR.

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GAMES HALL RE-OPENS  
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THE REGIONAL SERVICES DEPARTMENT TODAY ANNOUNCED THAT THE OSMAN RAMJU SADICK MEMORIAL GAMES HALL IN KWAI CHUNG WILL RE-OPEN ON WEDNESDAY (FEBRUARY 12) AFTER THE COMPLETION OF LIGHTING IMPROVEMENT WORK.

MEMBERS OF THE PUBLIC WHO WISH TO BOOK THE FACILITIES IN THE GAMES HALL SHOULD TELEPHONE 0-242258 DURING OFFICE HOURS, A DEPARTMENT SPOKESMAN SAID.

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