

# Task Force on Kai Tak Harbourfront Development

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For information  
on 14 May 2013

TFKT/06/2013

## Update on the Progress of Trunk Road T2

### PURPOSE

This paper provides an update on the progress of the proposed Trunk Road T2 (T2).

### BACKGROUND

2. T2 is a dual 2-lane highway of about 3.0 kilometres (km) connecting the proposed Central Kowloon Route (CKR) at the west and the proposed Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) at the east. CKR, T2 and TKO-LTT form the strategic Route 6, which is an expressway link stretching across the southern region of Kowloon from West Kowloon to the Tseung Kwan O New Town.

3. The layout plan of T2 is shown in **Annex A**.

### SCOPE OF TRUNK ROAD T2

4. T2 comprises the following components:

- a dual 2-lane trunk road of about 3.0 km in length in the form of at grade road, depressed road, underground tunnel and subsea tunnel;
- two ventilation buildings;
- traffic control and surveillance system; and
- associated civil, electrical, mechanical, landscaping, environmental protection and mitigation works.

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## **CURRENT SITUATION**

5. The preliminary ground investigation of T2 has been completed. We are currently carrying out the preliminary design and Environmental Impact Assessment (EIA).

### Preliminary Design and EIA

6. The section of T2 at the Kwun Tong Typhoon Shelter will be constructed underneath the seabed, and will not involve any permanent reclamation. If the Immersed Tube Tunnel method was employed as recommended by the Kai Tak Development Engineering Study completed in 2009, some form of temporary reclamation would be required. The project consultants for T2, upon reviewing the recently available site investigation information and the prevailing tunnelling technology, have been exploring the use of Tunnel Boring Machine method to eliminate or minimize the need for temporary reclamation.

7. We plan to submit the EIA report to the Environmental Protection Department in mid-2013. After completion of the EIA process and preliminary design, detailed design and statutory gazettal procedures will follow. Subject to funding approval, we will strive to commence the construction works of T2 to tie in with the implementation programmes of CKR and TKO-LTT.

### Public Consultation

8. When the EIA report is released for public inspection, we will conduct public consultation on the T2 including consultation with the Task Force on Kai Tak Harbourfront Development.

**Civil Engineering and Development Department  
May 2013**

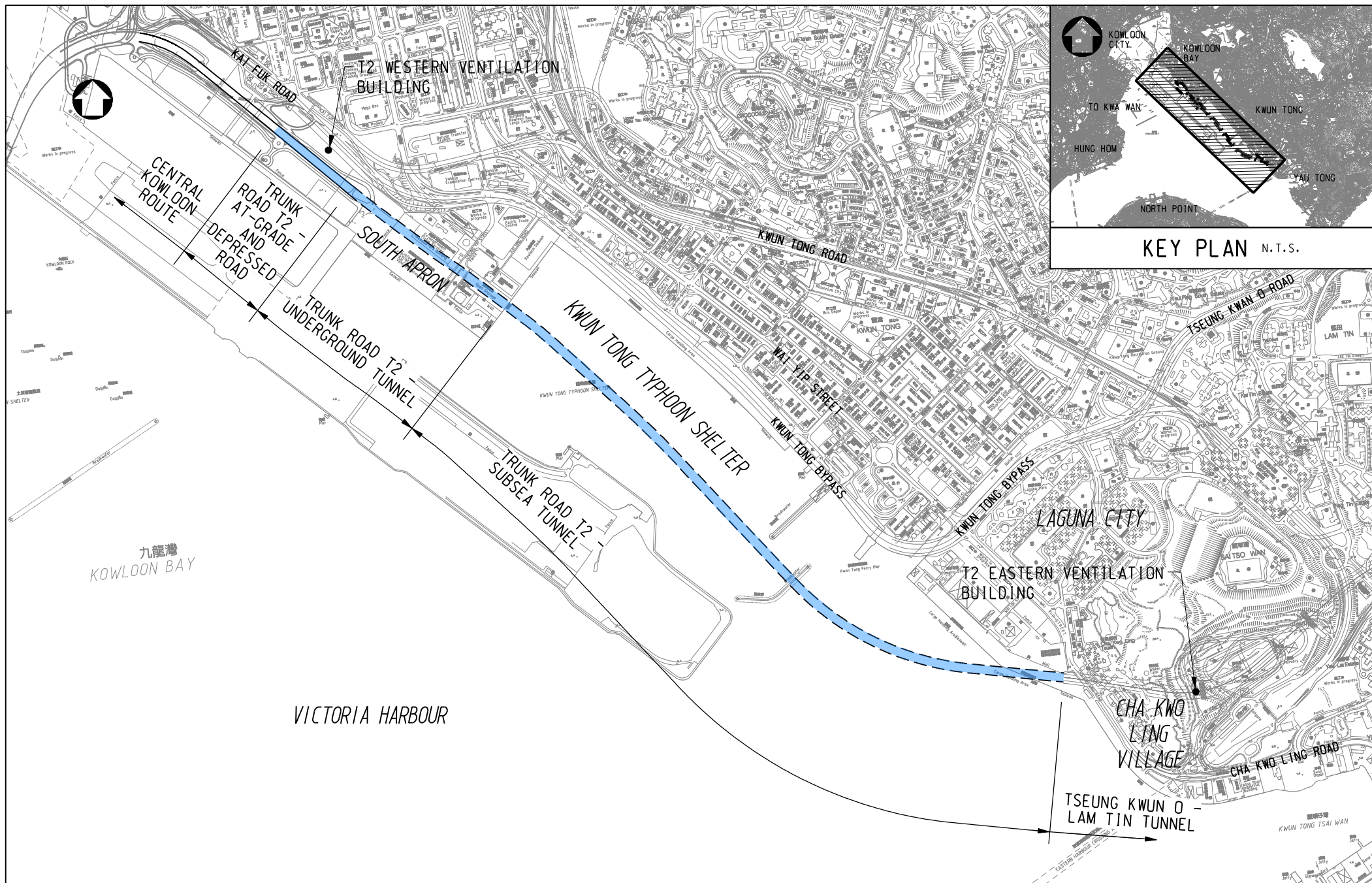
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## **Attachment**

Annex 1 – The Layout Plan of T2



LAYOUT PLAN OF TRUNK ROAD T2