

中區填海第三期工程的由來

History of Central Reclamation Phase III

香港是亞洲國際都會。我們的商業中心區必須具吸引力、活力充沛、效率超群，所需的基礎設施亦須一應俱全。

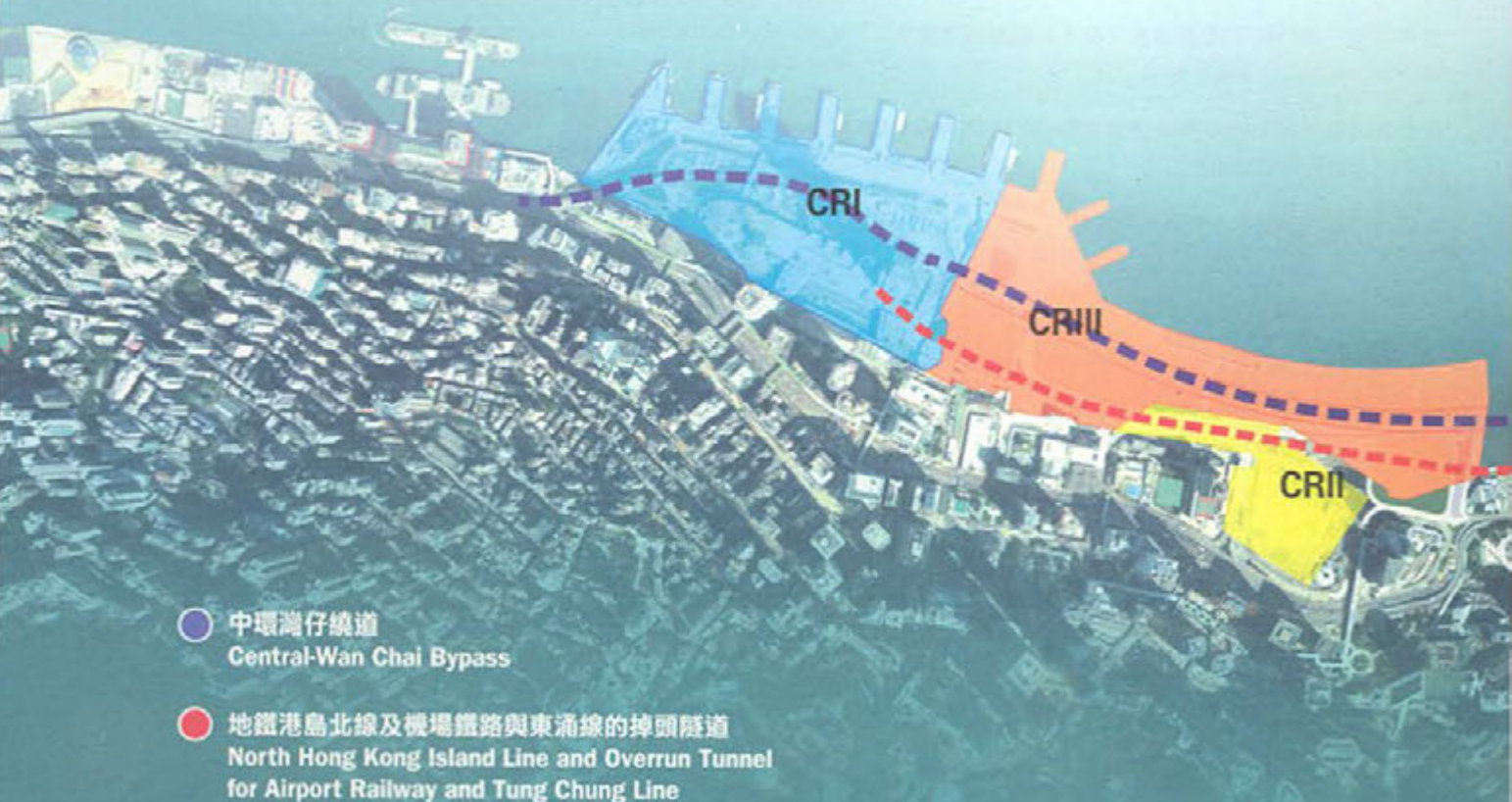
As Asia's world city, Hong Kong needs an attractive, vibrant and efficient Central Business District with the necessary infrastructure.

在中環和灣仔進行填海的需要在八十年代初已確定。中環灣仔填海計劃共分為五期：

- (a) 中區填海第一期工程 (CRI)：填海約 20 公頃，範圍由林士街伸延至卜公碼頭，以提供土地擴展中環商業區和興建機場快線和東涌線。此工程在 1993 年 9 月展開，並於 1998 年 6 月完成。
- (b) 中區填海第二期工程 (CRII)：在添馬艦填海 5.3 公頃，為中區提供政府、機構或社區設施和公眾休憩用地。工程在 1994 年 12 月展開，並於 1997 年 9 月完成。
- (c) 中區填海第三期工程 (CRIII)：在海港內填海 18 公頃（原來建議的面積是 32 公頃）¹，以建造中環灣仔繞道等必要的運輸基礎設施。工程由 2003 年 2 月開始，原訂於 2007 年年底完工。

The need to reclaim land in Central and Wan Chai was first identified in the early 1980s. It was divided into five phases :

- (a) **Central Reclamation Phase I (CRI)** : reclamation of about 20 hectares from Rumsey Street to Blake Pier to provide land for the extension of the Central Business District and the construction of the Hong Kong Station for the Airport Express / Tung Chung Line. Engineering works started in September 1993 and were completed in June 1998.
- (b) **Central Reclamation Phase II (CRII)** : reclamation of 5.3 hectares in the Tamar Basin to provide land for "Government, Institution or Community" use and public open space in Central. Engineering works started in December 1994 and were completed in September 1997.
- (c) **Central Reclamation Phase III (CRIII)** : reclamation of 18 hectares (scaled down from 32 hectares)¹ in the Harbour to build essential transport infrastructural facilities including the CWB. Engineering works started in February 2003 and were originally due to be finished by late 2007.



● 中環灣仔繞道
Central-Wan Chai Bypass

● 地鐵港島北線及機場鐵路與東涌線的掉頭隧道
North Hong Kong Island Line and Overrun Tunnel
for Airport Railway and Tung Chung Line



(d) **Wan Chai Reclamation Phase I (WRI)** : a reclamation island for the extension of the Hong Kong Convention and Exhibition Centre. Engineering works started in March 1994 and were completed in July 1997.

(e) **Wan Chai Development Phase II (WDII)** : a proposed reclamation of about 28.5 hectares to provide land for a trunk road comprising the CWB and the Island Eastern Corridor Link and other key transport infrastructure as mostly contained in the draft Wan Chai North Outline Zoning Plan and partly in the approved Central District (Extension) Outline Zoning Plan. In view of legal proceedings relating to the former plan, the Town Planning Board on 31 October 2003 requested the Government to undertake a comprehensive planning and engineering review and to draw up a minimum reclamation option.

(d) **灣仔填海第一期工程 (WRI)** : 一個填海島嶼，供擴建香港會議展覽中心。工程在1994年3月展開，並於1997年7月完成。

(e) **灣仔發展計劃第二期 (WDII)** : 建議填海約28.5公頃，以提供土地興建一條由中環灣仔繞道和東區走廊連接路組成的主幹路和其他主要運輸基礎設施。這些運輸基礎設施大部分包括在灣仔北分區計劃大綱草圖內，餘下部分包括在中區(擴展部分)分區計劃大綱圖內。鑑於前者的大綱草圖涉及法律訴訟，城市規劃委員會(城規會)於2003年10月31日要求政府進行全面的規劃和工程檢討，並訂定最小的填海範圍方案。



中區(擴展部分)分區計劃大綱圖內的填海範圍，已由38公頃削減至23公頃。由於部分填海工程將包括在灣仔發展計劃第二期內，屬於中區填海第三期工程的填海面積亦相應由原來的32公頃減至18公頃。

Under the Central District (Extension) Outline Zoning Plan, the area of reclamation has been scaled down from 38 hectares to 23 hectares. As part of the reclamation will be included under WDII, the area of reclamation under CRIII has correspondingly been scaled down from 32 hectares to 18 hectares.



**中環灣仔繞道其他路線選擇：
Central Wan Chai Bypass Horizontal
Alignment Options in Central:**

- 路線沿干諾道中並不可行，因為會影響途經干諾道中的交通
Along Connaught Road Central not viable because Connaught Road Central is affected
- 路線設於干諾道中與民祥街之間並不可行，因為需要拆卸國際金融中心一期
Between Connaught Road Central and Man Cheung Street not viable because demolition of One International Finance Centre is required
- 由於機場快線隧道會受影響，路線沿民祥街並不可行
Along Man Cheung Street not viable because Airport Express Line tunnel is affected
- 路線定於民祥街以北並不可行，因為需要拆卸國際金融中心二期及四季酒店
North of Man Cheung Street not viable because demolition of Two International Finance Centre and Four Seasons Hotel is required
- 目前被採納的路線
Current Alignment

中區填海第三期工程範圍

中區填海第三期工程是中環灣仔填海餘下的兩項工程之一。工程的目的是提供土地以建造下列的必要運輸基建項目：

- 經由東區走廊連接路連接林士街天橋和東區走廊的中環灣仔繞道；以及
- 連接和改善中環灣仔現有道路網的新的地面道路（即P2道路網）。

中區填海第三期工程亦為下列項目提供土地

- 機場鐵路及東涌線的掉頭隧道，以便列車以最高載客量運作，應付預期日益增加的需求；
- 將來的地鐵港島北線；
- 根據1994年中英防衛用地協議，在中環軍營前建造的解放軍軍用碼頭。

政府決定在中環進行最後一期填海時，已充分考慮了《保護海港條例》內不允許進行填海的推定。中環商業區大廈林立，沒有多餘的土地興建大型道路。地底和海床亦已佈滿基建設施，例如地鐵荃灣線、機場鐵路和兩者的過海隧道。因此，不可能在現有土地上、在海床上採用沉管管或在海床下採用隧道的方式興建中環灣仔繞道。利用高架橋的方式興建中環灣仔繞道則會對現時已擠塞的道路構成負面影響，而在環境及視覺效果上亦不可接受。

在中區填海第三期工程填取土地的地底興建中環灣仔繞道，是唯一可行的方案。

由於繞道建於地底，上面的土地將可作其它用途。除了供道路和相關用途外，中區填海第三期工程所填取的土地，大部分會用來建造可供市民享用的海濱長廊。填海所得的土地中，只有5.1公頃作商業用途，但也只限於沿海濱長廊提供的消閒設施和零售店，以及在離岸地方高度受嚴格限制的中密度商業發展項目。

填海後必須重置現有的海傍設施，這包括天星碼頭、皇后碼頭和為中環和金鐘許多大廈供應冷卻用水的抽水站，當中包括中區政府合署、美利大廈、立法會大樓、大會堂、美利道停車場、金鐘政府合署、高等法院、警察總部、匯豐銀行、太子大廈群、海富中心和太古廣場。我們考慮過現有碼頭的使用量和重置抽水站的其它方案。我們深信，從安全、法律責任、符合嚴格操作和維修要求的角度來說，現行的安排是最可行和最可接受的。此外，我們要保證上述設施在工程施工期間仍然能正常及安全地運作，直至完成重置設施為止。因此，中區填海第三期工程的工序需要在這方面加以適當的配合。

The Scope of CRIII

CRIII is one of the two remaining phases of the Central and Wan Chai Reclamation. It is needed to provide land for essential transport infrastructure including

- the CWB linking Rumsey Street Flyover and the Island Eastern Corridor via the Island Eastern Corridor Link; and
- new surface roads to link and enhance the existing road network in Central and Wan Chai (known as the Road P2 network).

CRIII will also provide land for

- an overrun tunnel for the Airport Railway and Tung Chung Line to allow them to operate at full capacity to meet anticipated growth in demand;
- a future North Hong Kong Island Line; and
- a military berth for the People's Liberation Army in front of Central Barracks in accordance with the 1994 Sino-British Defence Land Agreement.

In deciding on this final phase of reclamation in Central, the Government has thoroughly considered the presumption against reclamation under the Protection of the Harbour Ordinance. The Central Business District is full; there is no spare land on which to build a major road. The land beneath the Central Business District, and the seabed in the area, are also at full capacity with infrastructure facilities such as the MTR Tsuen Wan Line and the Airport Railway and their related cross-harbour tunnels. It is therefore not feasible to build the CWB on existing land, in an immersed tube at seabed level or in a tunnel below seabed level. Building the CWB as an elevated structure will have adverse traffic impact on the already congested existing roads and is also environmentally and visually unacceptable.

The only practical option is to build the CWB underground from land made available by the CRIII reclamation.

As the CWB will be underground, the land above it will be used for other purposes. The bulk of the land reclaimed under CRIII, apart from roads and the associated usages, will be used as a waterfront promenade to be enjoyed by the community. Only 5.1 hectares of the reclaimed land will be for commercial use. And this will be limited to leisure and retail uses along the promenade and medium density commercial development with stringent height restrictions further inland.

The reclamation will require the re-provisioning of existing waterfront facilities, including Star Ferry Piers, Queen's Pier and pumping stations that provide cooling water to a large number of buildings in Central and Queensway including Central Government Offices, Murray Building, Legislative Council (LegCo) Building, City Hall, Murray Road Car Park, Queensway Government Offices, High Court, Police Headquarters, the Hong Kong Bank, the Prince's Building Group, Admiralty Centre and the Pacific Place. Existing pier capacity and other possible options have been taken into consideration in regards to the provision of pumping stations. We firmly believe the current arrangement is the most viable and acceptable in terms of security and liability and meets the stringent operation and maintenance requirements. Moreover, during the construction period, we need to ensure all these facilities will continue to function properly and safely prior to the commissioning of the re-provisioned facilities. This entails proper planning on the work sequence of CRIII.

