

Construction of the HK-Zhuhai-Macao Bridge, Hong Kong Section (Part 1)

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Historical Background

2002年期間，22間中小企業
聯名登報支持胡應湘建橋。

B6 二〇〇二年九月三日 星期二 蘋果日報

香港各界商會 聯合支持興建港澳珠江大橋

支持「胡應湘先生興建港澳珠江大橋」名單：

香港中小型企业联合会	香港零售批发總會
香港瓦通紙業商會	香港珠寶金飾零售商會
香港塑料袋製造商總會	荃灣發展促進會
九龍塑料製造商聯合會	中港物流聯盟有限公司
世紀中小企業商會	中港澳司儀總會
小型企業勞資合作會	香港塑膠原料商會
華南中小企業聯會	香港右軒汽車總商會有限公司
香港深水埗工商聯會	粵港澳中小型企業商會
全港各區工商業聯合會	香港荃灣工商業聯合會
華南玩具廠商會	香港中小型企業聯合會秘書處余繼標
香港塑膠再生原料協會	

珠江三角洲是目前全球發展最迅速的經濟貿易區，與香港特區未來的經濟發展息息相關，故此增強港珠兩地的文化及經濟交流實在是勢在必行。

各中小企商會聯合和實業主席胡應湘先生，計劃投資一百八十億港元，一力承擔興建港澳珠大橋，對目前經濟低迷的香港注射了一支強心針。

本港貨櫃碼頭作業收費高昂，收費是全世界最貴地區之一，是致不論貨櫃車司機，中小企業會嘗試以請願示威及遊行等向政府表達需求，可惜多年來仍沒有妥善解決方案，各階層的營運者無奈地繼續支付高昂的貨櫃碼頭作業費。

上週梁錦松司長感言啟言，公開表示興建大橋符合香港長遠利益，急市民所急，想市民所想。今次原因貨櫃成本過高，而計劃搬離香港的企業欲心轉意，繼續留港發展，期望將來港珠澳大橋落成後，能配合珠三角地區的物流貨櫃設施，降低貨櫃成本，使目前對香港已灰心的中小企業再有生存空間，基層市民得以暫保就業機會。

胡應湘先生興建港澳珠江大橋計劃，為香港企業經營者長期因貨櫃成本過高，提供了解決方案。

為此，各商會全力支持興建港珠澳大橋，希望大橋能能發本港及世界各地貨櫃經營者積極參與興建本港物流貨櫃業務，引入良性競爭，打破壟斷局面。

明報即時新聞網

董：支持盡快建港珠澳通道[16:00]

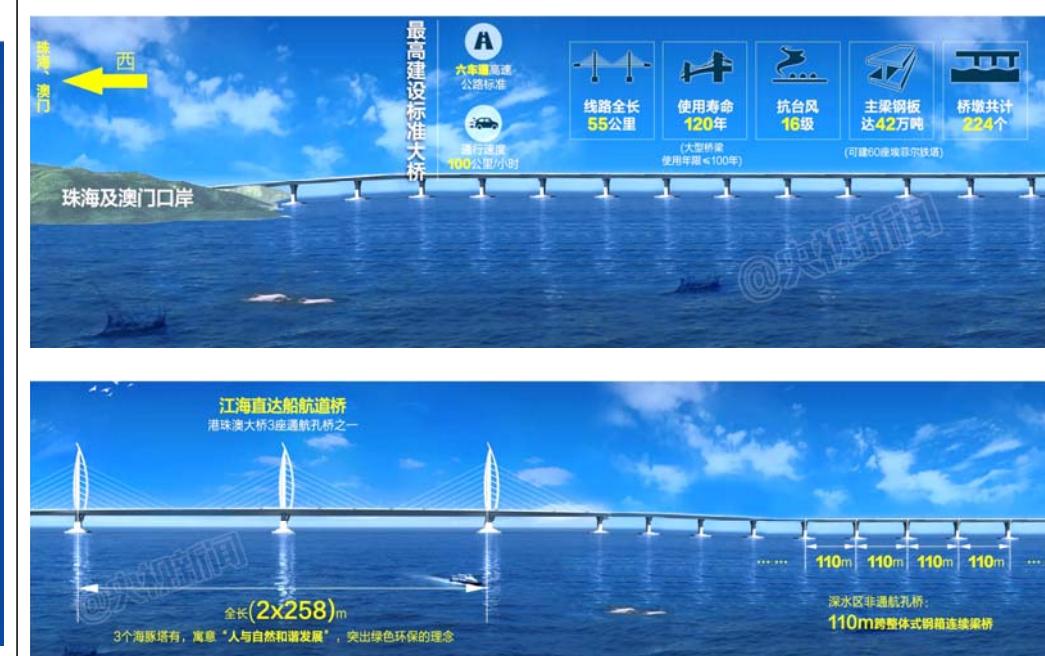
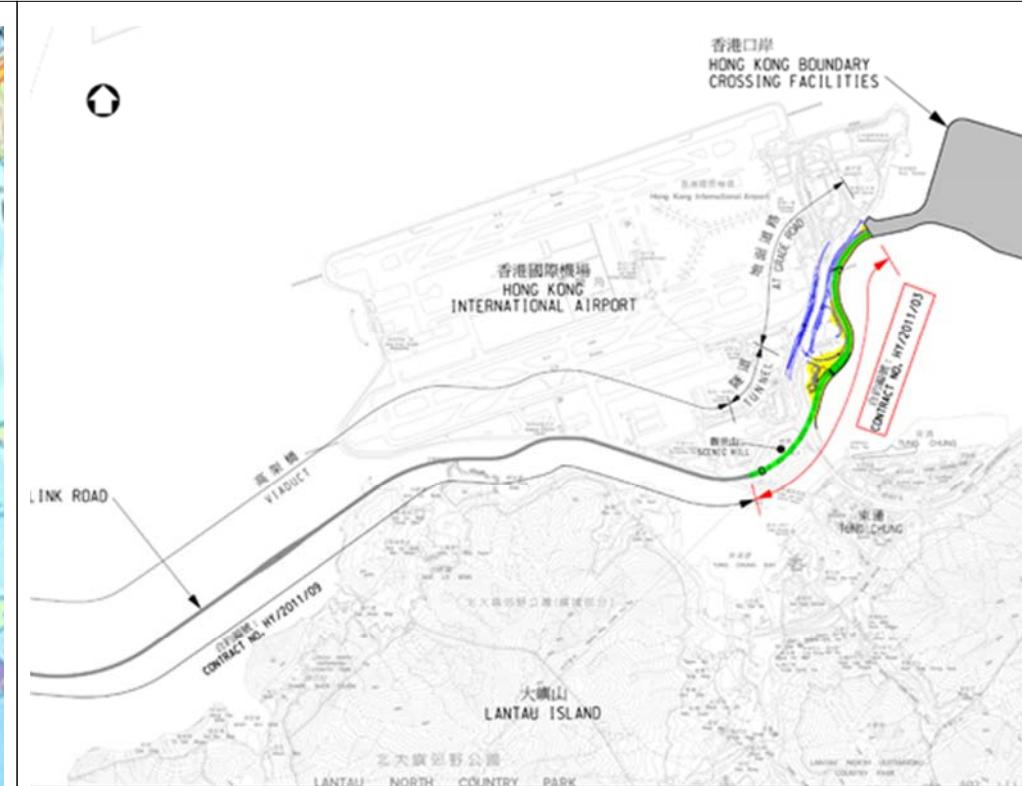
2002/10/10

行政長官董建華表示，政府支持港珠澳通道的興建，現已中央機構進行研究，希望可盡快落實，但政府不會作資助。

董建華在立法會答問大會中回答劉江華有關港珠澳通道的問題時表示，他個人及政府均支持，加強與珠三角的東至西的聯繫，但由於有關通道百分之九十都是在廣東省的領域，所以他們需研究對他們航道、環保等方面的影響，而廣東省的取決是很重要的，而政府是以積態度面對。

董建華指，現時有私人集團已表示有辦法在興建及融資方面，而政府是不可能幫助私人企業發展，由企業做好就可以，他希望能盡快興建。







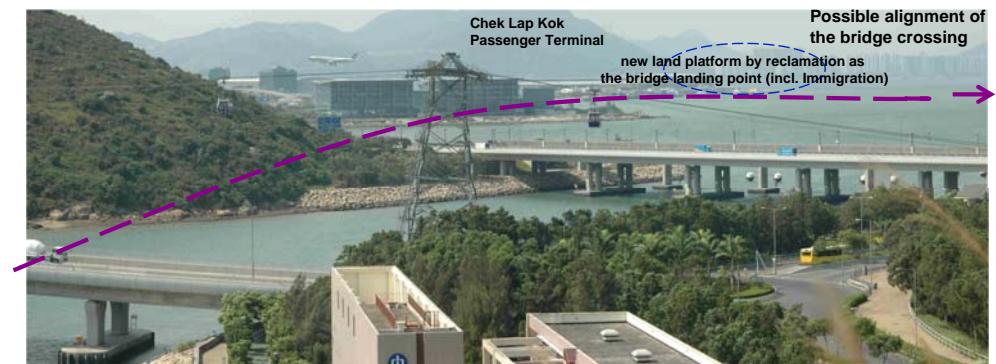
1. Construction of the Hong Kong Link Road along the South-Western coast of Lantau Island

This talk will sub-divide the HK-ZH-Macao Bridge under the following section to illustrate

1. Construction of the Hong Kong Link Road along the South-Western coast of Lantau Island.
2. Construction of the Hong Kong Link Road landed onto the South Perimeter Road of CLK
3. Link Bridge getting into the tunnel at Scenic Hill
4. Link road between the tunnel at Scenic Hill and the Man-made Island
5. Forming of the Man-made Island
6. Construction of the Boundary Crossing Facilities
7. Construction of the Link Road (Tai Ho Junction)
8. Construction of the Link Road (Junction at Man-made Island)
9. Construction of the Tuen Mun-Chak Lap Kok Link Road (Junction at Tuen Mun)
10. Brief illustration of the Zhuhai and Macao facilities

Major works involved:

- Forming the foundation for the pier portal for the viaduct both on land (mainly along the South Perimeter Road on Chak Lap Kok Island Platform) and at sea (mainly along coastline of Lantau Island).
- Construction of the pile cap or raft for the pier portal (involve work platform and other falsework especially at sea).
- Construction of the pier portal
- Erect precast girder to form the viaduct (carriageway)





Forming the foundation along the coastline of Lantau Island



Forming the viaduct (elevated carriageway) along the coastline of Lantau Island



Forming the foundation along the coastline of Lantau Island



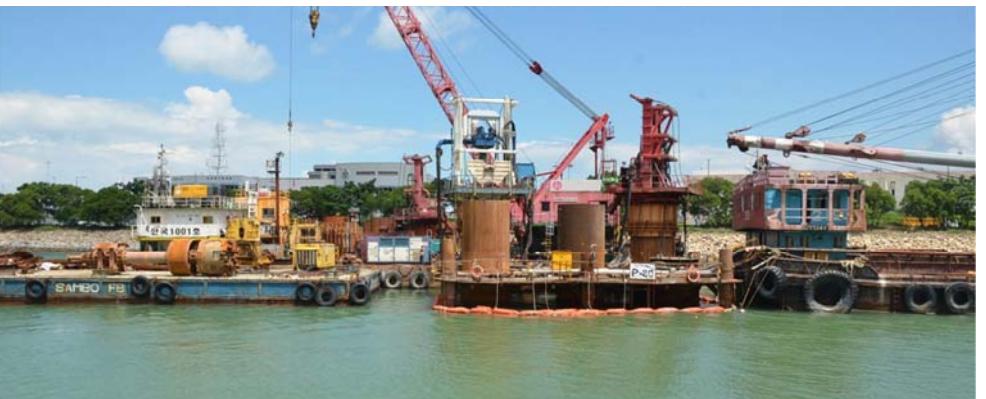
Work platform and other logistic support to assist in the piling process (using typical RCD)



Setting-up of the RCD for the formation of the bore-piles



Typical setting of work platform for the on-going works (forming the raft-cap and piers)





Using of sheet-pile to form a water-sealed cofferdam for the forming of the raft cap



Newly completed raft cap with the first section of pier for the portal beam being in place





Forming the pier using typical steel gang-form



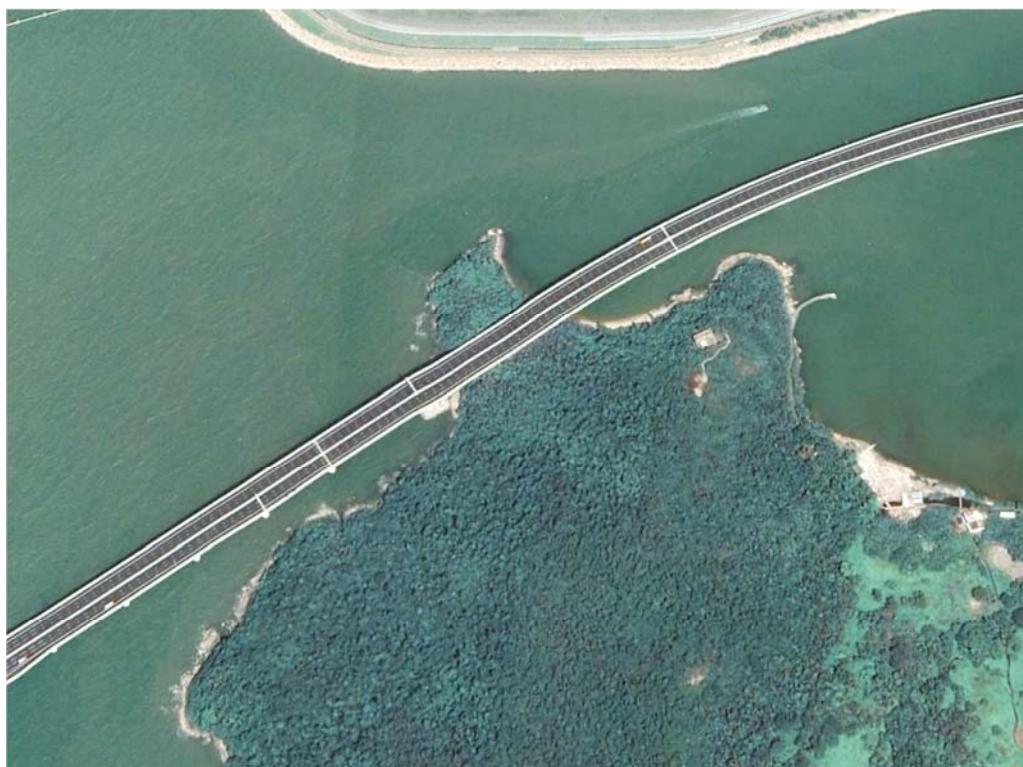
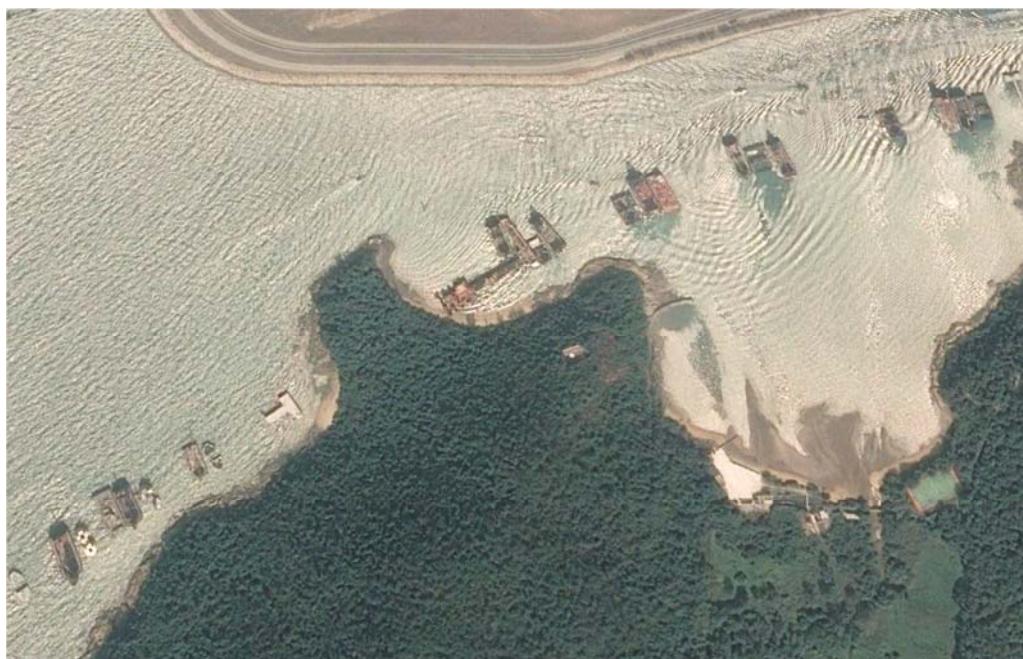
Forming of the portal beam

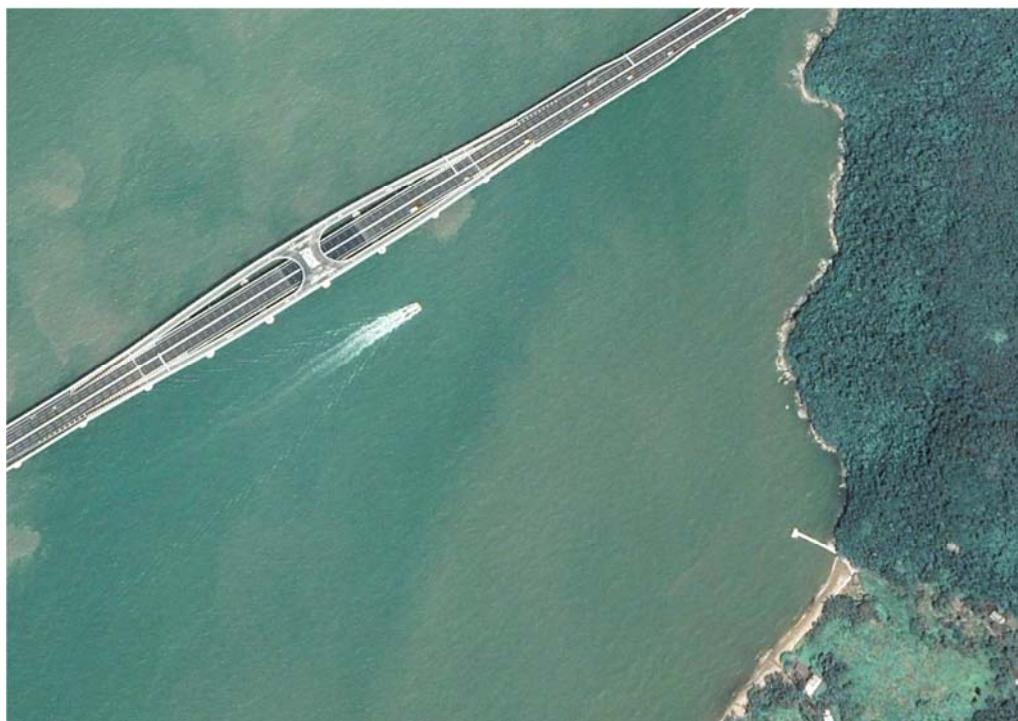


A typical portal beam for dual-way 3-lane carriageway













2. Construction of the Hong Kong Link Road landed onto the South Perimeter Road of CLK



Loading and preparation yard to support the construction of the viaduct (handling precast segments)





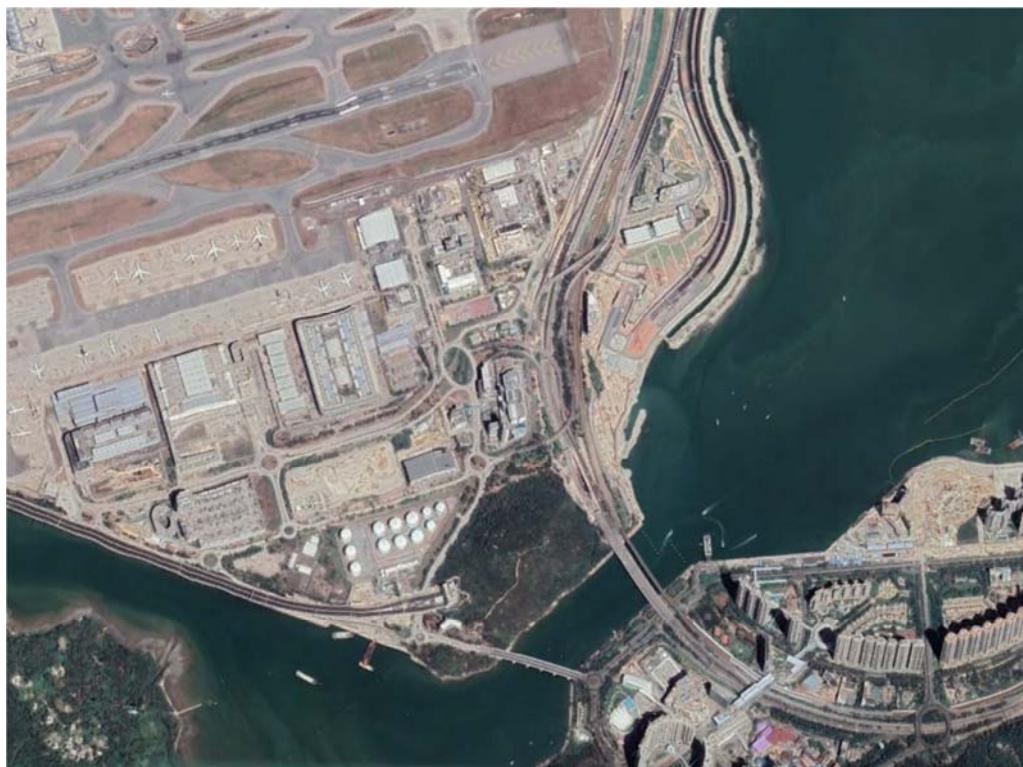
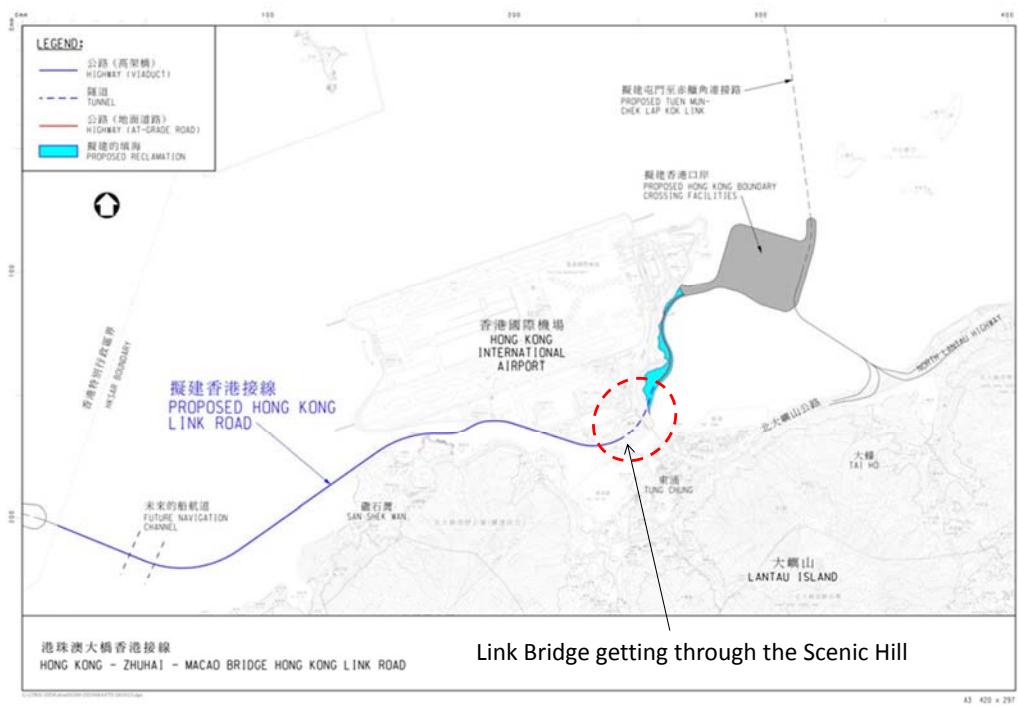


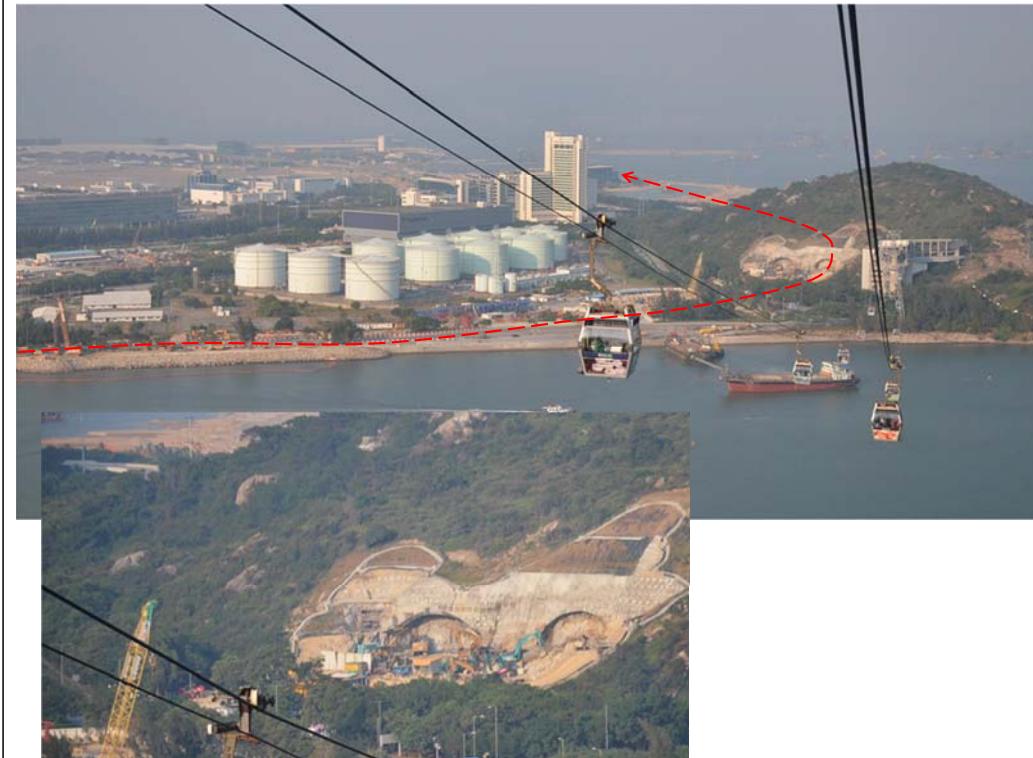


An accident happened in 2014 – collapse of the launching gantry for the erection of the precast girder for the viaduct.



3. Link Bridge getting into the tunnel at Scenic Hill







Tunnel portal





4. Link road between the tunnel at Scenic Hill and the Man-made Island



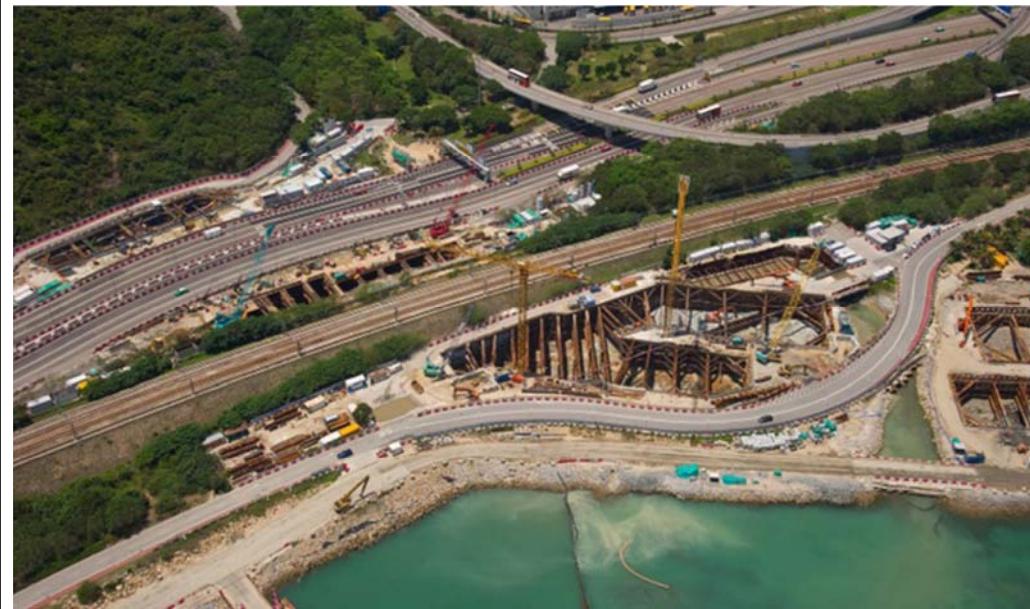
Forming of the Scenic Hill Tunnel



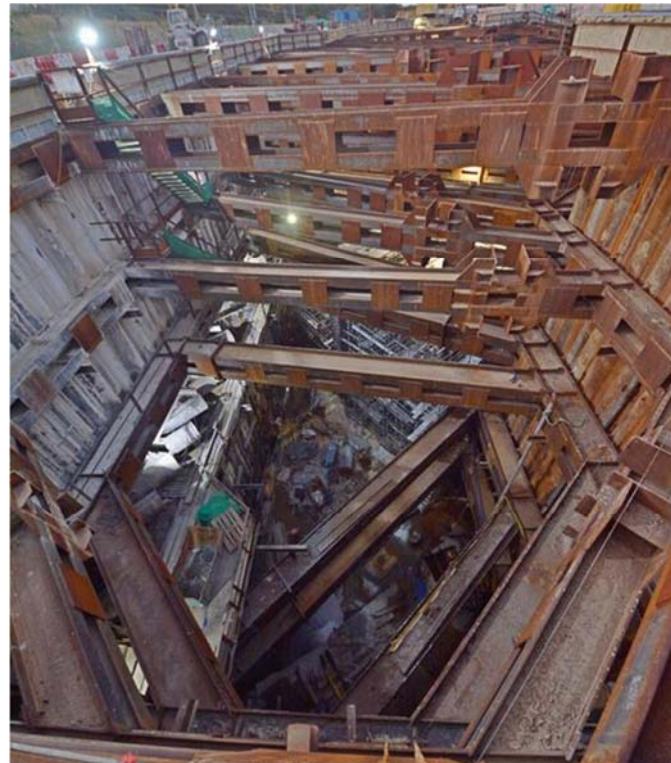
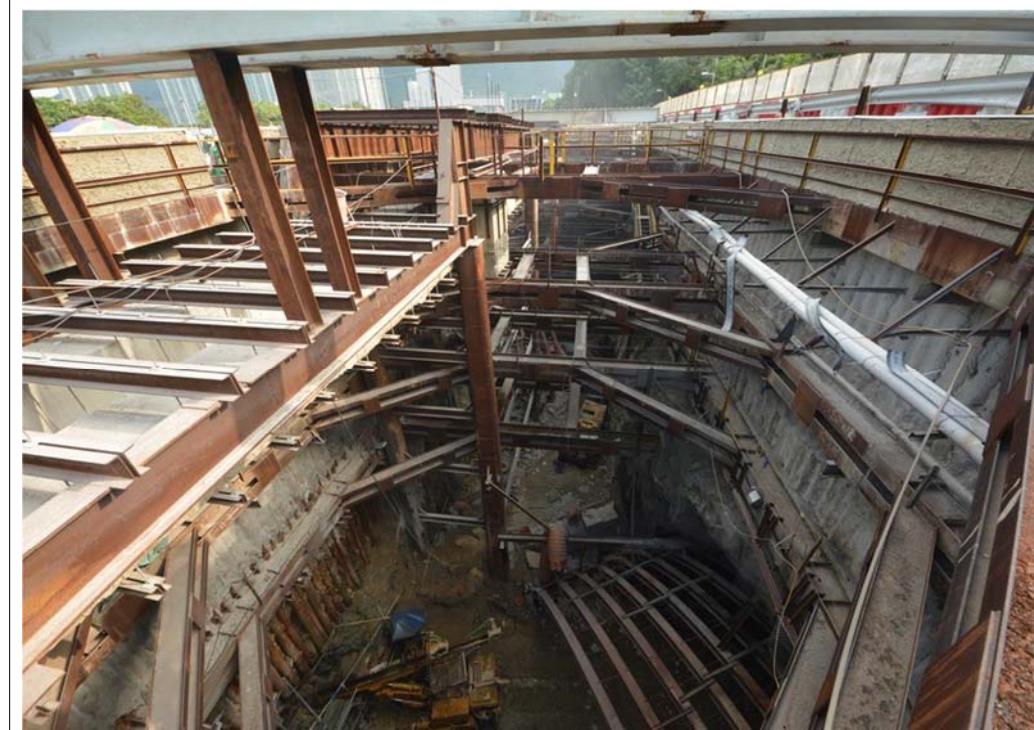
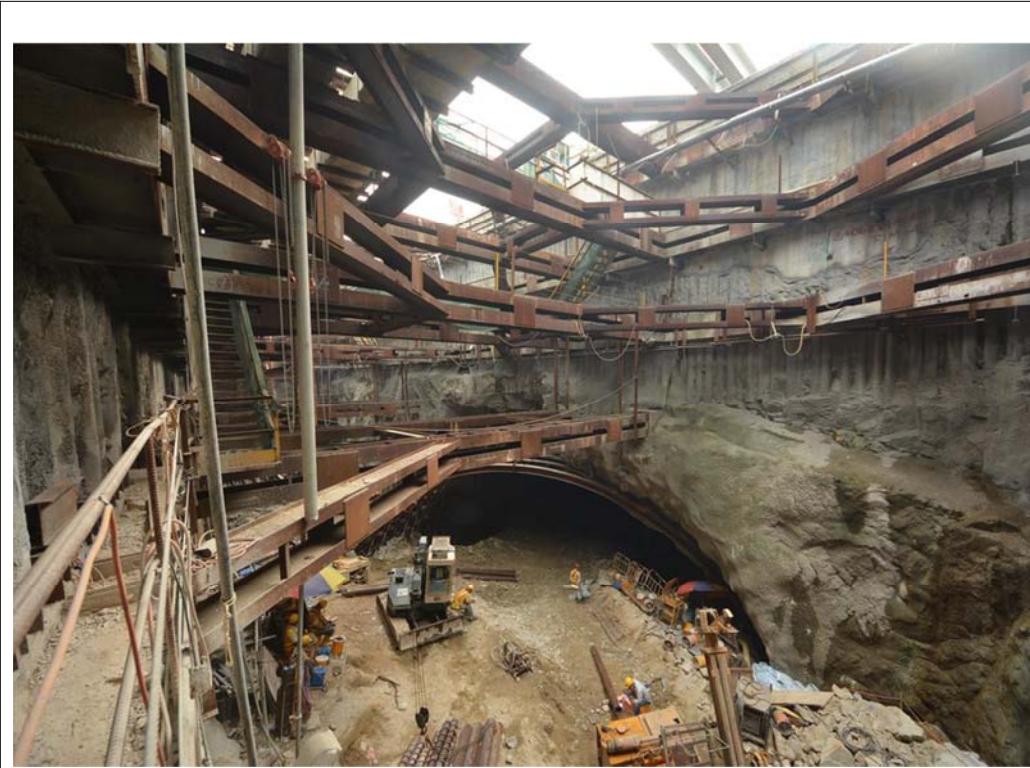
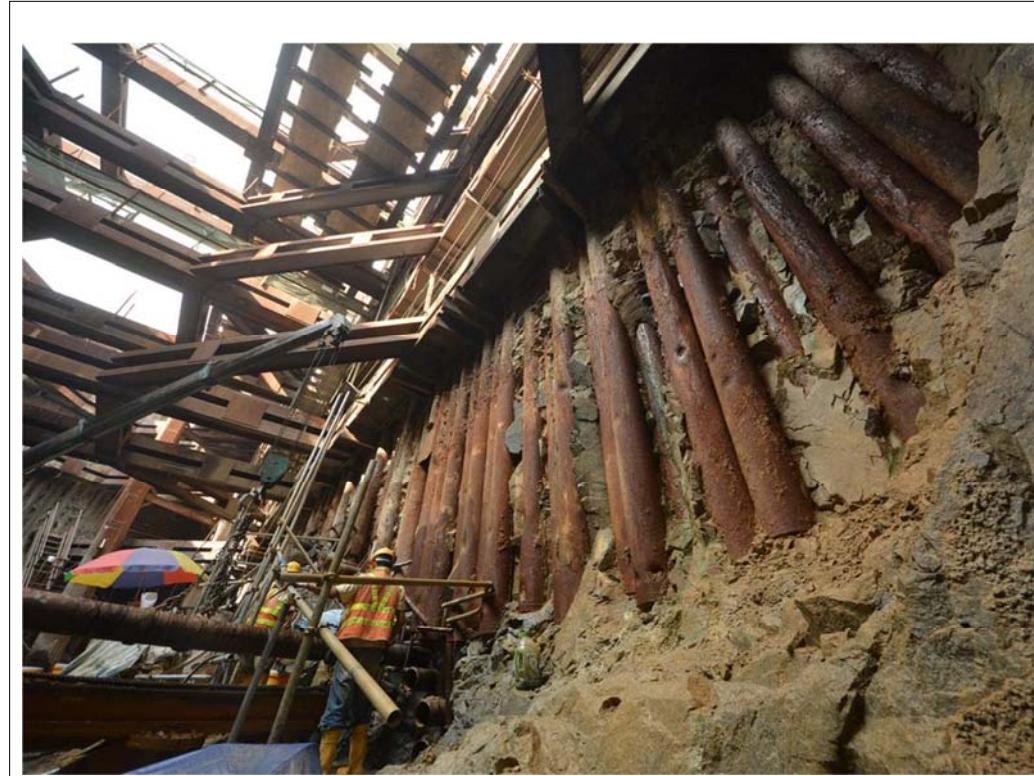
The same piece of land as seen in 1997



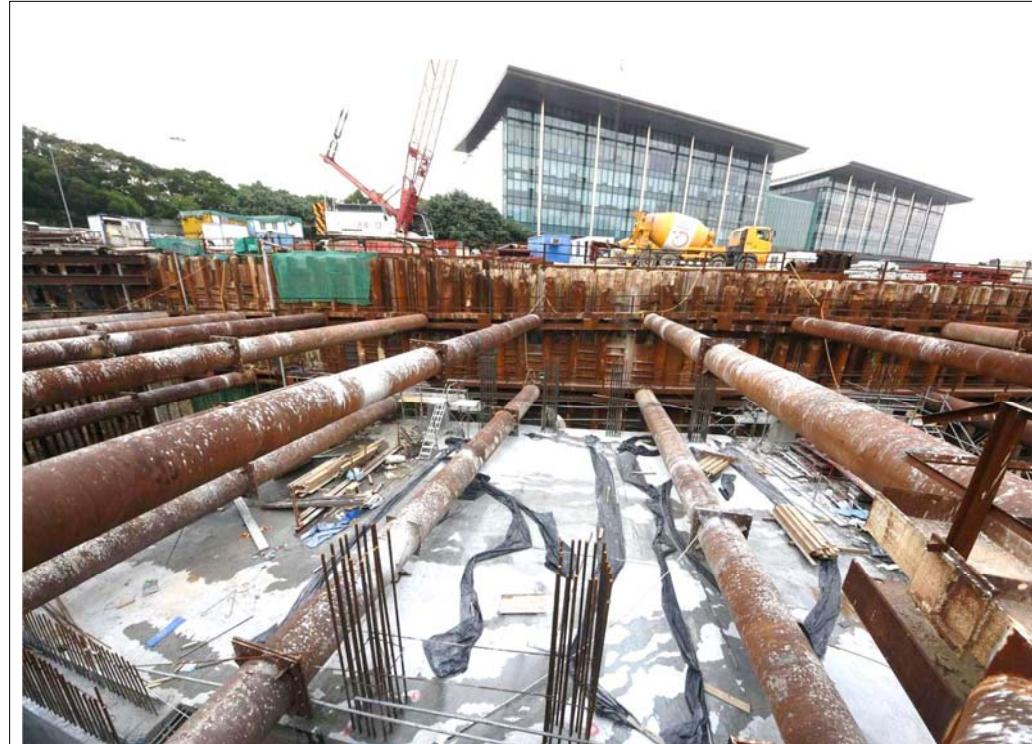


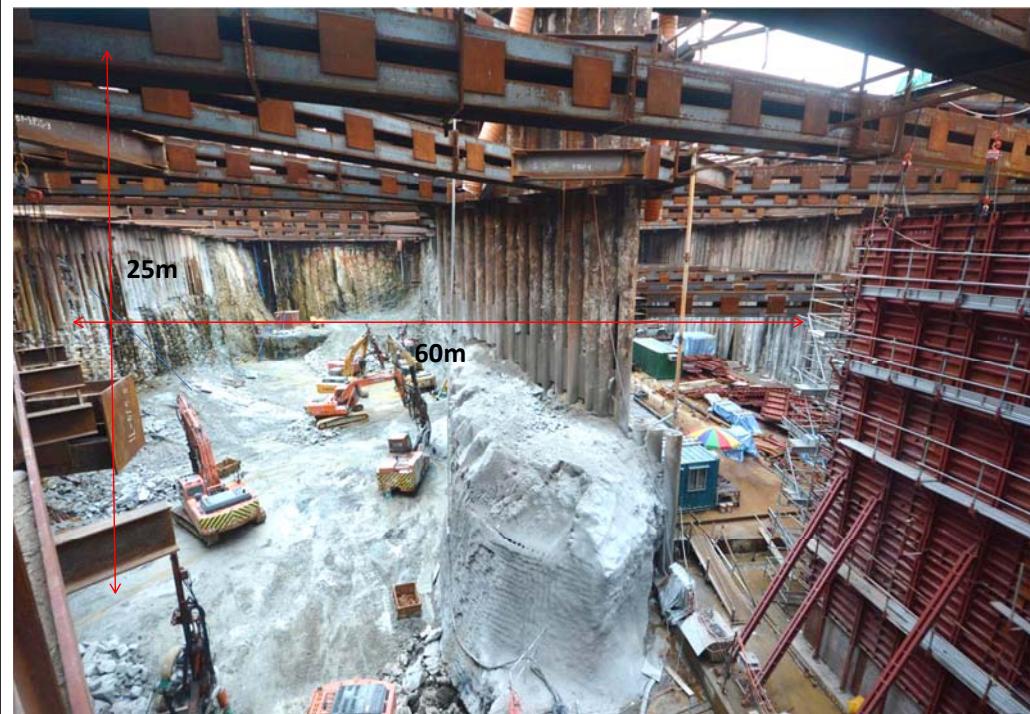


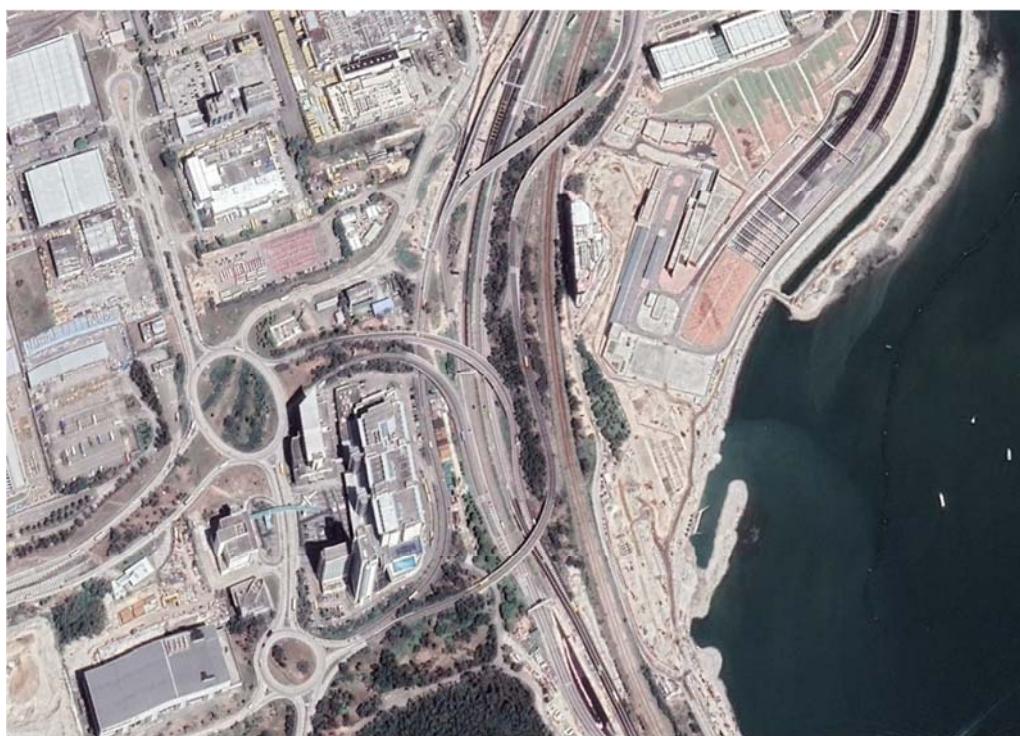












Jan 2018



The original
coast line in
2010



coast line
in 2014



The first stage of reclamation to facilitate the construction of
the tunnel approach to the Scenic Hill





East coast of CLK as seen in 2013



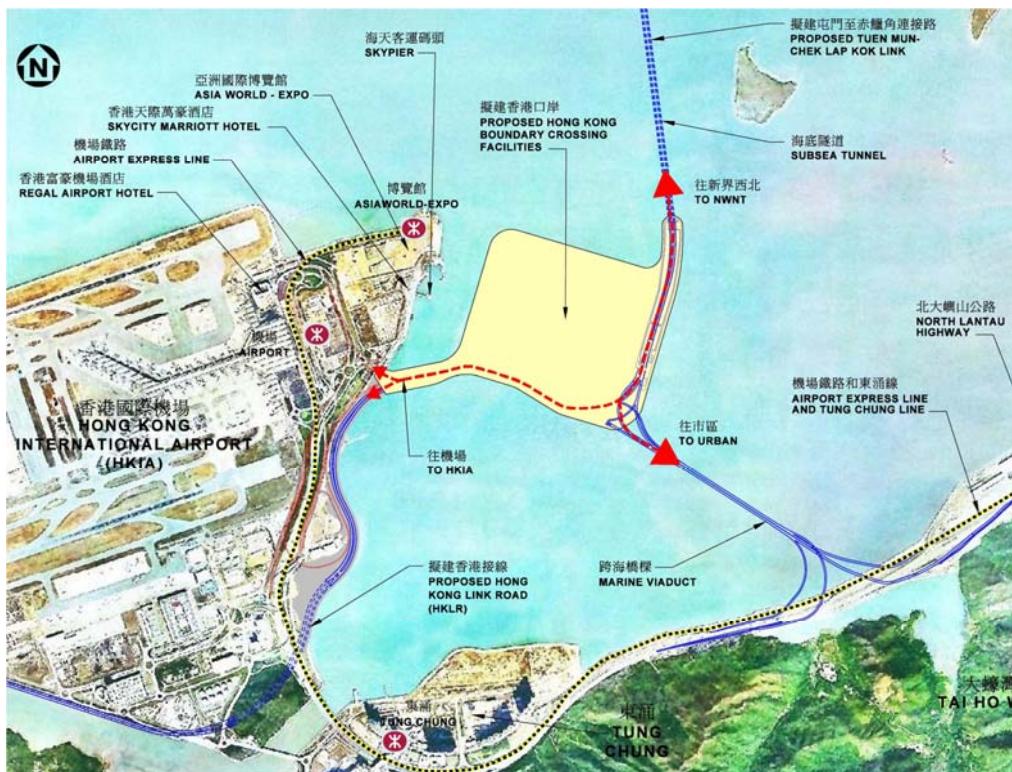
Early stage of reclamation on the CLK eastern coast (early 2014)

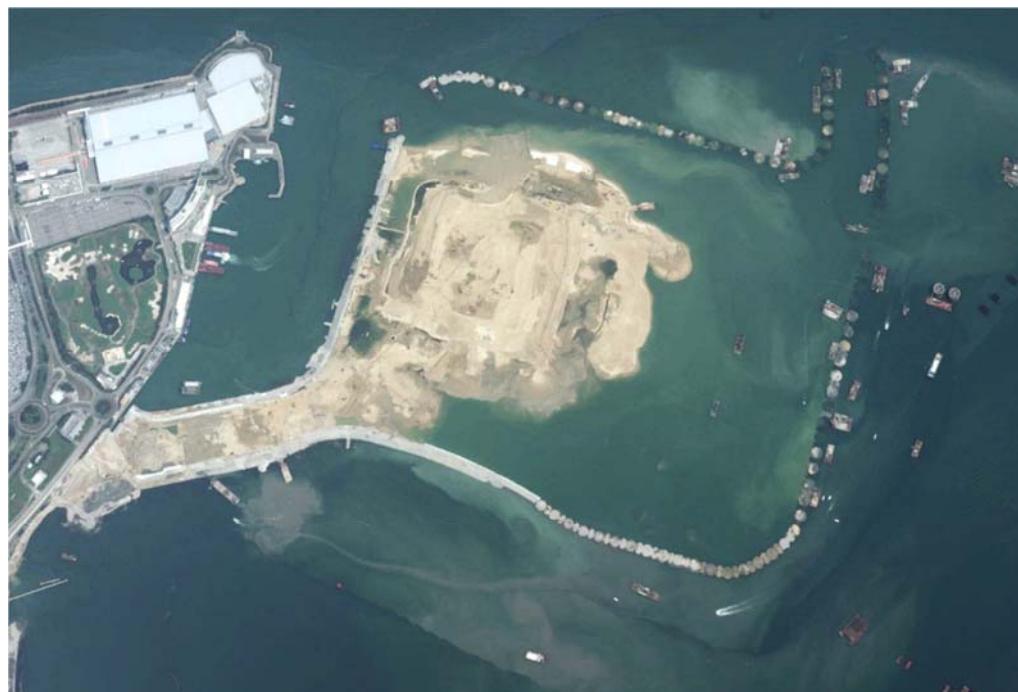




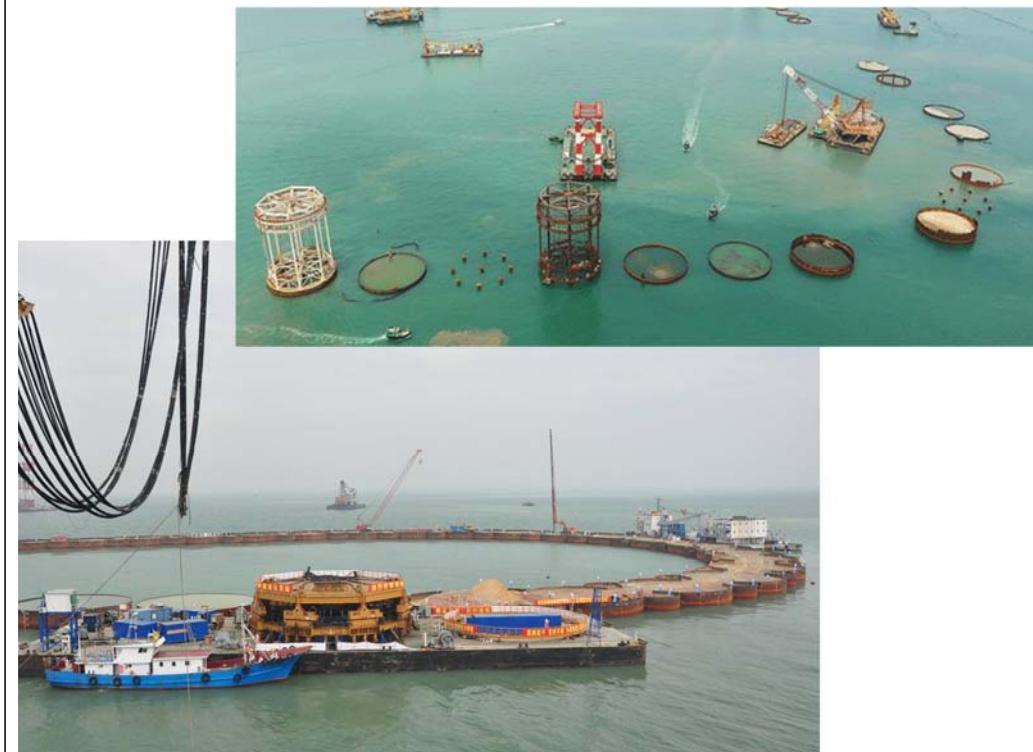
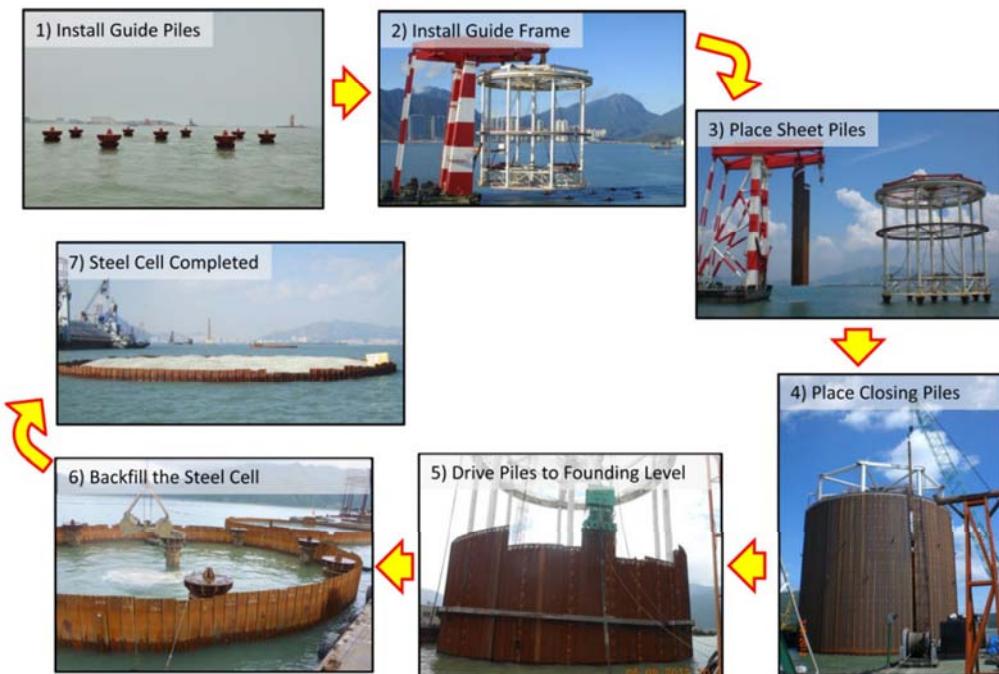


5. Forming of the Man-made Island



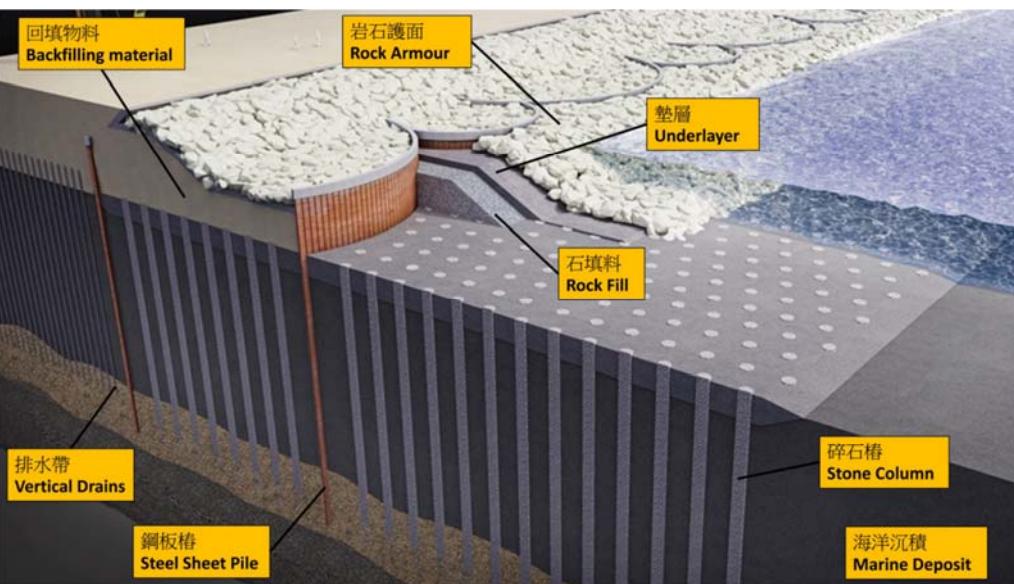


預製鋼板樁安裝流程 Flow Chart of the Prefabricated Cell Method

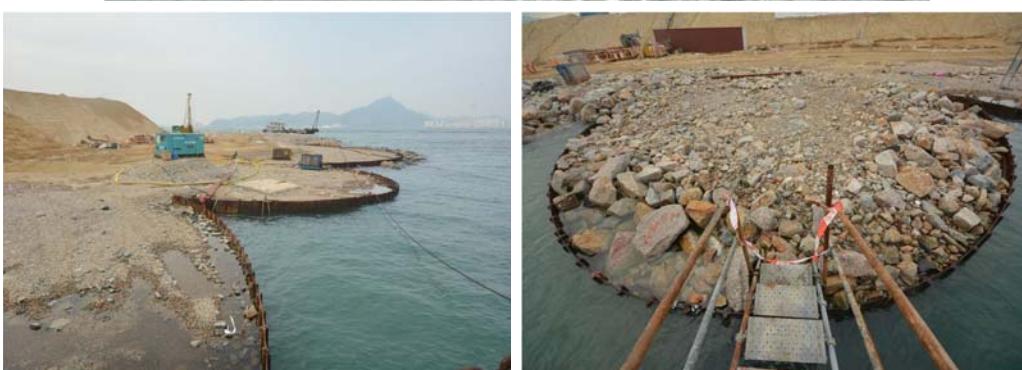




Installing the
prefabricated cells



Method to consolidate the newly reclaimed land



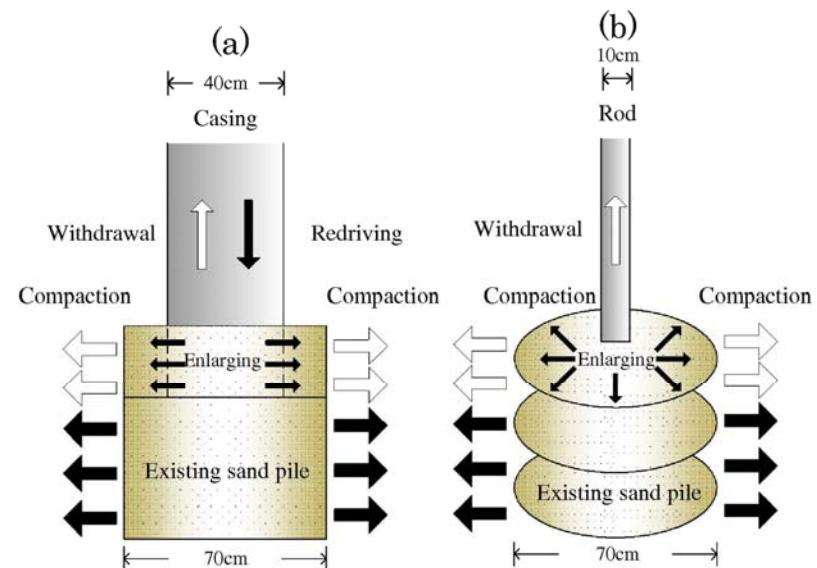
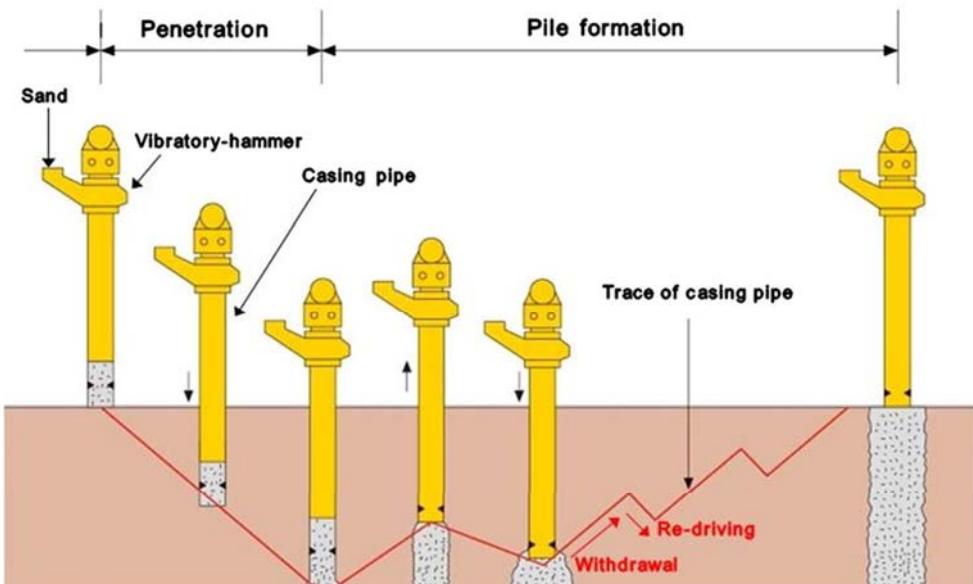




Sand compaction piling method
to stabilize ground condition
Grout Driven Pile



Positioning Penetration completed Pile formation completed



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reference

(1) (2) (3) (4) (5) Sand compaction pile



October 2015,
Start construction of some
of the substructure for the
immigration/clearing
facilities



End of Part 1 Presentation