

啟德前跑道南面第二期基礎設施工程榮獲「土木工程拓展署工地安全大獎」

Kai Tak Stage 2 Infrastructure Works at Southern Part of Former Runway Receives "CEDD Construction Site Safety Award"



位於前跑道的空中園景廊及隔音屏障 (構想圖)
Artist's impression of elevated landscaped deck and noise barriers at former runway

致力攜手 實現卓越安全工地目標

在積極推廣啟德發展計劃之際，政府亦不忘提高工地安全的管理水平。最近，土木工程拓展署（本署）九龍拓展處負責進行的「啟德發展計劃 - 前跑道南面發展項目的基礎設施工程第二期」，獲頒第八屆「土木工程拓展署工地安全大獎 2016」銅獎，以嘉許九龍拓展處與其承建商的努力成果。

頒獎禮已於5月31日舉行，表揚去年在本署工地有卓越安全表現的承建商。本署署長林世雄在頒獎禮上表示，署方一直非常重視工地安全，保持優良的安全文化，並以提供安全的工作環境及防止意外發生為己任，而這正是署方與工程顧問公司和承建商的目標所在。

「土木工程拓展署工地安全大獎」計劃自2009年起推出，旨在提升本署轄下工地的安全文化和水平。

Joining hands to achieve excellence in site safety

While actively taking forward the Kai Tak Development (KTD), the Government also accords top priority to enhancing safety management at construction sites. Recently, the "KTD - Stage 2 Infrastructure Works for Developments at the Southern Part of the Former Runway" undertaken by the Kowloon Development Office (KDevO) of the Civil Engineering and Development Department (CEDD) has been awarded a "Bronze" grading at the 8th "CEDD Construction Site Safety Award 2016" in appreciation of the good results achieved by the KDevO and its contractor.

The award presentation ceremony was held on 31 May in commendation of the contractors' outstanding safety performance at construction sites under the CEDD's purview last year. Speaking at the ceremony, the Director of Civil Engineering and Development, Mr Lam Sai-hung, mentioned that the CEDD always attaches paramount importance to construction site safety, maintaining strong safety culture, providing a safe working environment and preventing accidents, which are common objectives shared by the CEDD, consultants and contractors.

Launched in 2009, the "CEDD Construction Site Safety Award Scheme" aims at enhancing the safety culture and standards of the CEDD's construction sites.



土木工程拓展署、工程顧問公司和承建商代表出席頒獎典禮
Representatives from the CEDD, consultant and contractor attended the award ceremony



基礎建設項目 配合未來發展

前跑道南面第二期基礎設施工程，屬啟德發展計劃的主要項目之一，旨在為日後在前跑道南面的住宅、商業及其他指定用途的發展，提供所需基礎設施。有關工程主要包括把現有雙線不分隔車道改道，並將其擴闊為一條雙線雙程分隔道路。改建後，承豐道上方將興建備有半密封式隔音屏障的空中園景廊，既可減少交通噪音對附近居民的影響，亦可提供優美寧靜的休憩空間，供公眾享用。

Infrastructure project for future developments

The Stage 2 infrastructure works for the developments at the southern part of the former runway is one of the key projects at the KTD, providing essential infrastructure support for the future developments of residential, commercial and other specific uses in the area. This project mainly includes the realignment and widening of the existing single 2-lane Shing Fung Road to a dual 2-lane distributor road. A semi-noise enclosure comprising an elevated landscaped deck and noise barriers will be constructed on top of the realigned Shing Fung Road, which will not only mitigate the road traffic noise impact on nearby residents, but also provide atop a relaxing and tranquil open space for public enjoyment.

The elevated landscaped deck will connect the Metro Park in the north to the Kai Tak Cruise Terminal, Tourism Node and Runway Park in the south of the former runway. The design and build contract of the infrastructure works was awarded to the CEC-CCC Joint Venture, with the construction works commenced in November 2015 and anticipated for substantial completion in 2019.

空中園景廊 締造寫意空間

位處前啟德機場跑道的空中園景廊，會以「航空」概念為設計主題，藉以緬懷這個別具歷史意義和集體回憶的地標，並巧妙地與啟德的地方品牌概念 - 「活力磁場」交融在一起。

空中園景廊設有公園廣場、植物花園、文娛廣場、觀景門廊，以及位於地面鄰舍休憩用地內的圓形露天劇場、有蓋休息亭和嬉水設施，為市民提供了簡約舒適的靜態休憩空間。園景廊內更會廣植各式各樣的花卉樹木，以營造四時不同的優美景色。



空中園景廊夜景 (構想圖)
Artist's impression of night view of elevated landscaped deck

Elevated landscaped deck creating a relaxing open space for all

Inspired by the site's former use as the runway of the Kai Tak Airport, the design of the elevated landscaped deck incorporates the "Aviation" concept to commemorate this historic landmark full of collective memory, blending well with the KTD's place branding concept of the "Current of Vitality".

The elevated landscaped deck features an urban plaza, a green room, a civic plaza, lookout galleries, as well as an internally focused lush park at the ground level open space with an open air theatre, shelters and water play areas, providing relaxing passive open spaces for public enjoyment. Plenty of flowering trees and shrubs will be planted at the elevated landscaped deck in a bid to create pleasant seasonal flowering effects.



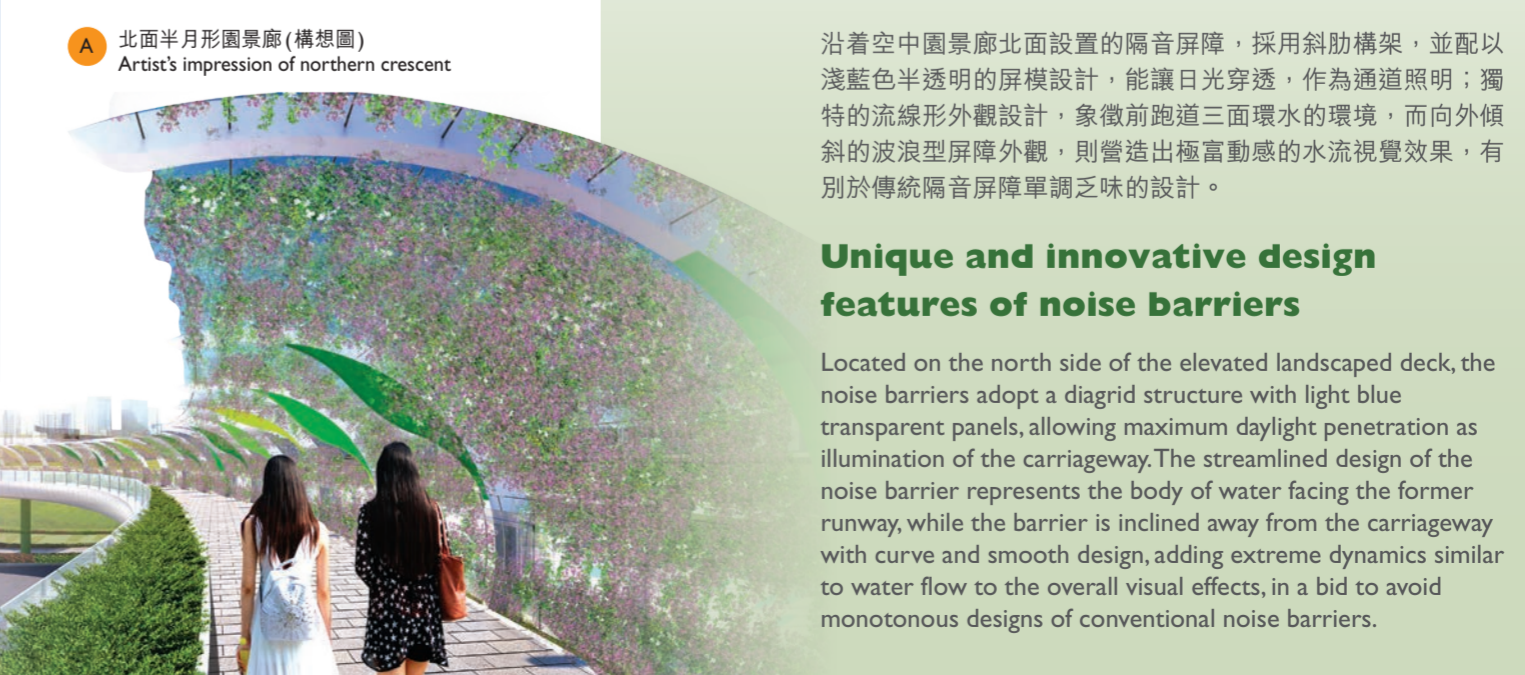
地面鄰舍休憩用地 (構想圖)
Artist's impression of ground level open space

隔音屏障 展現獨特創新設計

沿著空中園景廊北面設置的隔音屏障，採用斜肋構架，並配以淺藍色半透明的屏樑設計，能讓日光穿透，作為通道照明；獨特的流線形外觀設計，象徵前跑道三面環水的環境，而向外傾斜的波浪型屏樑外觀，則營造出極富動感的水流視覺效果，有別於傳統隔音屏障單調乏味的設計。

Unique and innovative design features of noise barriers

Located on the north side of the elevated landscaped deck, the noise barriers adopt a diagrid structure with light blue transparent panels, allowing maximum daylight penetration as illumination of the carriageway. The streamlined design of the noise barrier represents the body of water facing the former runway, while the barrier is inclined away from the carriageway with curve and smooth design, adding extreme dynamics similar to water flow to the overall visual effects, in a bid to avoid monotonous designs of conventional noise barriers.



北面半月形園景廊 (構想圖)
Artist's impression of northern crescent

重視安全關懷文化 屢獲嘉許殊榮 Award-winning for safety culture

「建造業安全獎勵計劃2016 - 安全工友」獎
"Construction Industry Safety Award Scheme 2016 - Safe Workers"
得獎者黃添分享得獎感受
Sharing by the winner, Mr Wong Tim



雙重保險扣 Double latches
能防止鏈索在吊運期間脫落
To prevent detachment of chain sling during lifting operation



吹隆尺 Lifting eyes frames
預設吊孔指引板予員工，確保板邊與吊孔之間有足夠的安全距離
To provide steel plate with pre-set lifting hole to site staff for flame cutting the lifting holes such that the safety distance between the edge and the hole can be achieved

製冰機 Ice maker
在炎熱天氣下為員工提供清涼飲料
To provide cool drinks for site staff in hot weather



工地關懷大使 Caring Ambassadors
協助路過工地的市民
To help passers-by near the construction site



人車分隔護欄 Access segregation of pedestrians and vehicles
提高工地附近的安全措施
Improved safety measures around the site

承建商大陸工程 - 捷章建築聯營負責進行前跑道南面第二期基礎設施工程，在工地安全管理方面，一直與工程監督團隊和本署合作無間，致力推廣工地安全文化，並增設多項設施，以期提供安全的工作環境，以及提升前線員工的職業安全意識。

是次獲獎，足見該承建商在工地安全方面出色的表現，獲得署方的充分肯定。為提高工地的安全水平，該承建商實施了多項措施，當中包括設置人車分隔護欄，並規定工程人員須使用更安全的雙重保險扣，以及引入俗稱「搞搞震」的堆高車、合併式「A」梯和吹隆尺等創新的安全措施。

此外，該承建商亦舉辦安全日，以宣傳工地安全的信息。工地內設有空調休息室、洗手間和製冰機等設施，為員工帶來更舒適的工作環境。承建商更安排工地關懷大使，以協助路過工地的市民，並在行人通道兩旁加設小盆栽，以美化環境。

大陸工程 - 捷章建築聯營負責的前跑道南面第二期基礎設施工程屢獲殊榮，較早前已獲頒由職業安全健康局主辦的「職業健康大獎2016 - 好心情@健康工作間」良好機構大獎、「建造業安全獎勵計劃2016 - 土木工程建造地盤(次承判商)」銅獎，以及「建造業安全獎勵計劃2016 - 安全工友」獎等。

空調休息室 Air-conditioned common room
為員工提供一個較舒適的休息地方
To provide site staff with a more comfortable place to take a break



「搞搞震」堆高車 Manual winch stacker
減低搬運石箱時引起之人力抬舉風險
To eliminate the risk of manual handling of core boxes

The contractor of the Stage 2 infrastructure works at the southern part of the former runway, the CEC-CCC Joint Venture, has been working closely with the supervisory team and the CEDD in the context of site safety management, by promoting a site safety culture and providing various facilities to create a safe working environment and enhance safety consciousness among frontline staff.

The "CEDD Construction Site Safety Award" reflects the contractor's outstanding performance on site safety management and the CEDD's full recognition. In order to enhance the site safety standard, number of measures have been put in place, including access segregation of pedestrians and vehicles, compulsory use of double latches by construction staff, as well as introduction of the innovative manual winch stackers, compliant "A" ladders and lifting eyes frames for a safe working environment.

In addition, the contractor has organised safety day events to promote construction safety among workers. The site is also equipped with an air-conditioned common room, washrooms and an ice-maker to provide frontline workers with a more comfortable working environment. Caring Ambassadors are also deployed to help passers-by near the construction site. Planting plots are set alongside the passageways near the construction site for embellishment.

The Stage 2 infrastructure works project has won the CEC-CCC Joint Venture several major awards in the past, including the Merit Award of "Occupational Health Award 2016 - Joyful@healthy workplace", the Bronze Award of "Construction Industry Safety Award Scheme 2016 - Civil Engineering Sites - Sub-Contractors", and the Safe Worker Award of "Construction Industry Safety Award Scheme 2016 - Safe Workers" organised by the Occupational Safety and Health Council.

合併式「A」梯 Compliant A-ladders
特製梯子用於挖掘和側向支撐系統
Tailor-made ladder for the access inside the excavation and lateral support system



九龍東環保連接系統

詳細可行性研究 中期公眾諮詢

Detailed Feasibility Study for Environmentally Friendly Linkage System for Kowloon East
Interim Public Consultation

九龍東屬發展迅速的多元社區，正逐步轉型為核心商業區。現有的交通網絡，將難以應付日後的交通需求，故有需要引入環保連接系統，以提升九龍東的連接性。

Kowloon East (KE), a fast-growing diversified community, is being transformed gradually into a Core Business District (CBD). The existing transport network may no longer be able to cope with the future growth in transport demand. Therefore, the introduction of an Environmentally Friendly Linkage System (EFLS) is required to enhance the connectivity of KE.



詳細可行性研究報告

為回應市民於初步可行性研究期間的關注，本署展開了合共兩階段的詳細可行性研究，現已完成首階段的工作，審視了各項環保公共交通模式，並建議最合適作為九龍東環保連接系統的交通模式。

Detailed Feasibility Study

To address the public concerns raised during the preliminary feasibility study, the CEDD has launched a two-stage detailed feasibility study (DFS). We have completed the first stage of the DFS to review various green public transport modes, and subsequently to make recommendations on the most suitable mode for the EFLS.



高架系統 最合適的交通模式

鑑於九龍東的環境條件，環保連接系統須符合「載客量」、「高效」、「可靠」和「可持續」四方面的準則，才可滿足日後的交通增長。

經詳細評估各環保公共交通模式後，在九龍東現有的交通、可用空間和設施的環境下，只有屬於高架模式的單軌鐵路或旅客捷運系統，才可既滿足未來龐大的交通需求，又不會對其他交通造成影響，為市民提供快捷省時而可靠的服務。在施工和運作期間，有關高架模式對路面交通的影響相對有限，有利於社會長遠的可持續發展。

有關各種環保交通模式的詳細介紹，可瀏覽以下項目網站 www.ktd.gov.hk/efls/。

Elevated mode being most suitable option

In the light of the environmental conditions of KE, it is essential for the EFLS to meet the criteria of "Capacity", "Efficiency", "Reliability" and "Sustainability" in order to cope with the future transport growth.

Upon detailed assessment of the various green public transport modes, we found that, under the existing conditions of traffic, spatial provision and facilities in KE, only the elevated mode in the forms of monorail or automated people mover (APM) is capable of meeting the massive transport demand in the future, thereby providing a fast, time-saving and reliable service, while having minimal impact on other means of transport. The elevated mode will also bring relatively limited impact on road traffic during the construction and operation stages, promoting long-term sustainable developments of society.

For detailed analysis of various green public transport modes, please visit the project website www.ktd.gov.hk/efls/.



展開公眾諮詢 收集市民意見

為收集公眾有關擬採用高架模式作為環保連接系統的意見，我們於5月2日展開了為期兩個月的中期公眾諮詢，期間諮詢了多個法定組織、專業學會、運輸機構和關注團體。我們亦於多個地點，舉行了巡迴展覽，展示首階段的研究結果和建議，讓公眾對項目有更深入了解。

此外，我們在5月27日於啟德社區會堂舉辦公眾論壇，市民踴躍參與，並積極發表其對以高架模式發展九龍東環保連接系統的意見。在中期公眾諮詢期間，我們亦透過郵寄、傳真、電郵或電話方式，收集了不少寶貴意見。

下一步……

在整理及分析收集所得的意見後，我們將展開下一階段的詳細可行性研究，就單軌鐵路和旅客捷運系統兩種高架交通模式的走線、車站位置、出口接駁、日後延伸設計、車廠位置和布局、營運和採購模式、成本和財務分析等，進行詳細研究，以便就可行方案提出建議。

Public consultation soliciting public views

To garner public views on the proposed elevated mode for the EFLS, the CEDD launched a two-month interim public consultation on 2 May, during which we consulted various statutory bodies, professional societies, transportation organisations and concern groups. Roving exhibitions were also held at various locations, showcasing findings and recommendations made during the first stage of the study for better public understanding of the project.

In addition, a public forum was held at the Kai Tak Community Hall on 27 May, in which participants actively expressed their views on the proposed elevated mode for the EFLS. During the interim public consultation, valuable public views were also received by mail, fax, email or phone.

Way forward

Upon consolidation and analysis of the public views collected, we will proceed to launch the next stage of DFS, examining in details the alignment options, station locations and exit connections, design for future extension, depot location and layout, operation and procurement modes, as well as cost and financial analysis, etc. of both the elevated mode of monorail and APM, with a view to making recommendations on viable proposals.

