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**(ACE 6/95)**  
**for information**

**Central Reclamation, Phase I - Engineering Works**  
**Focused EIA**  
**Report on Progress of Implementation of**  
**Recommended Mitigation Measures**

Introduction

1. The Central Reclamation, Phase I Focused EIA Study findings and recommendations were presented and discussed at the EPCOM Meeting on 18 November 1992. Members generally endorsed the EIA report and agreed that the mitigation measures recommended in the EIA report should be implemented. The Central Reclamation, Phase I Project started on 1 September 1993 and the mitigation measures will be implemented as part of the project.

Progress

2. The recommended mitigation measures improvement Nos. 1, 2, 3, 4 and 6 have been completed. Improvement No. 2 regarding desilting trunk sewer in Connaught Road will be carried out by DSD regularly.

3. Regarding the remaining mitigation measures, i.e. improvement Nos. 5 and 7 to 18 inclusive, funding will be provided under the Central Reclamation, Phase I project, given that the mitigation measures are required to reduce the water pollution problem which, although it has been a long standing situation, would be aggravated by the proposed reclamation in the area.

4. Detailed design of the above mitigation measures has been completed. It is arranged to implement Improvement No. 7 under Contract No. HK4/94 for Central Reclamation Phase II to start in early December 1994. Improvement Nos. 14(downstream), 16 and 17 will be carried out under Contract No. UA11/91 for Central Reclamation Phase I and Improvement No. 5 will be implemented under MTRC Contract 501 for Airport Railway Central Station. DSD will arrange implementation of the remainder, i.e., Improvement Nos. 8, 9, 12, 14(upstream) and 15. The above works are programmed to be completed in phases by 1997/98.

5. Detailed programming as well as temporary traffic management scheme during construction have been derived and comments have been sought from relevant government departments and public transport operators. In order to reduce the disruption to the traffic in the Central area to the minimum, all works will be carried out during the night. Also the interfacing problem with other concurrent works in the vicinity, such as MTRC's Central Subway and HKE's laying of 275kV cables, can be minimized.

6. The above focused EIA study and the proposed mitigation measures were presented to the Central and Western District Board Environment and Works Committee at its meeting on 29 July 1993. The Committee generally had no adverse comments on the study findings but expressed grave concerns regarding potential adverse traffic implications due to implementation of the proposed mitigation measures in the busy Central area. The Committee requested consultation with the Central and Western District Board (or its Traffic and Transport Committee) prior to road excavation being carried out.

7. The finalized improvements as well as the traffic management during construction were presented to the Central and Western District Board Environment and Works Committee at its meeting on 10 November 1994. Generally the Committee had no adverse comments on the proposals.

8. Further investigations involving study/survey for catchments C (Gilman Street) and D (Jubilee Street) to identify pollution sources have been completed by EPD. Additional mitigation measures to the south of Queen's Road Central have been recommended and they will be carried out by DSD as general maintenance work or under the Central, Western and Wan Chai West Sewerage Master Plan implementation project.

9. Similar investigations for Catchment F (Pedder Street) and J1 (Murray Road) have also been completed by EPD while mitigation measures at various locations have been recommended for implementation by DSD and EPD.

10. The implementation of mitigation measures mentioned in para. 4 above will be closely monitored in order to ensure early completion of the works.

Territory Development Department  
November 1994