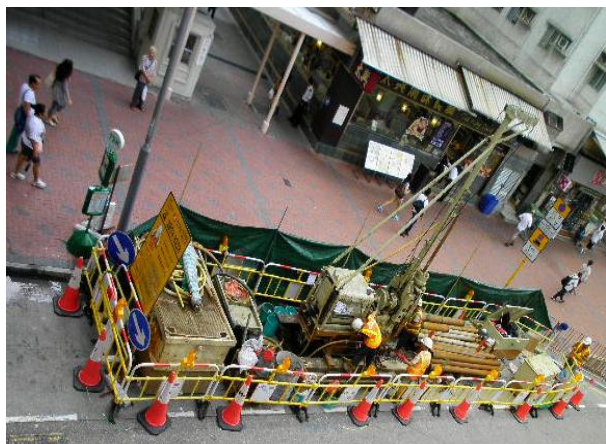


Grouting works at Hoi Wan Road

The Express Rail Link Project

The 26km Express Rail Link (Hong Kong Section) (XRL) will run from its terminus in West Kowloon to the boundary of Hong Kong / Shenzhen, and will connect to the 16,000km National High-speed Rail network. This will enhance Hong Kong's role as the southern gateway to the Mainland.

Upon completion of the XRL by 2015, the travelling time from Hong Kong to major cities in the Mainland will be shortened. For example, the travelling time from Hong Kong to Guangzhou will be reduced from 1 hour to 48 minutes. The XRL provides fast and frequent train services to 16 Mainland cities without interchanges, which will not only lead to a reduction on the travelling cost but will also outreach more destinations in the Mainland. At the same time, more mainland cities will be included in the daily commutable area of Hong Kong. Thus, the concept of one-hour living circle within the Pearl River Delta area can be achieved for cultural and academic exchanges to be promoted.



Previous ground investigation conducted along Hoi Wan Road

The construction of the XRL started in early 2010. To take into consideration possible impact and to prevent the closure of Hoi Wang Road to the nearby residences, the tunnels along Hoi Wand Road will be constructed by the tunnel boring machine (TBM). After the detailed ground investigation, ground treatment works (commonly known as "grouting") will be required to prepare for the tunnel construction works by 2012.

Q: What is ground treatment work?

A: Ground treatment works, a kind of common preparatory work for tunnel construction, is to inject pressurised cement grout through vertical drill holes underground from the ground level to consolidate the stratum. In general, the ground treatment locations will be determined after the detailed ground investigation work has been completed.

Q: How will the tunnel boring machine (TBM) construct the tunnels?

A: The tunnel boring machine (TBM) is one of the most common methods for tunnel construction. It will only occupy a relatively small works area as compared to other construction methods, thus minimising the impact to the traffic and the community. The MTR Corporation is experienced in tunnel construction in the urban area including the Kowloon Southern Link which TBM had been used underneath the busy Canton Road without any adverse impact to the nearby buildings.

Before tunnel construction, a launching shaft will be built for transporting the TBM components to be assembled underground. Several large scaled steel cutter heads are installed at the front of a TBM. During boring, excavated debris and spoil will be delivered from the head to the tail of the TBM via enclosed pipes, and then pumped to the ground. After treatment, the spoil will be transported to sea from barging points.

Condition surveys and installation of monitoring points will be arranged before tunnelling. Monitoring will be conducted round-the-clock during tunnel construction to ensure structural safety of the adjacent buildings.

Ground treatment works (Grouting) – Timeline and Works area

The works area for ground treatment works along Hoi Wan Road (HWR) and their corresponding timeline are listed as follows:

Period	Works	Works area
1 st quarter 2011 to 1 st quarter 2012	Stage 1: Ground treatment works and the corresponding temporary traffic management scheme	A section of pavement and traffic lane outside Hoi Fu Shopping Mall and Block 8 of Charming Garden
3 rd quarter 2011 to 1 st quarter 2012	Stage 2: Ground treatment works and the corresponding temporary traffic management scheme	A section of HWR near the Yaumatei Catholic Primary School (Hoi Wan Road), as well as a section of pavement and traffic lane outside Hoi Ting Road
1 st quarter 2012 to 4 th quarter 2012	Stage 3: Ground treatment works and the corresponding temporary traffic management scheme	A section of pavement and traffic lane outside Hoi Ting Road and Block 9 of Charming Garden, as well as a section of pavement and traffic lane outside Hoi Fu Court near Block 7 and 8 of Park Avenue
4 th quarter 2012	Reprovision works	

Mitigation measures for minimising impact to the community

Separation of works area and walkway

Water-filled barriers will be used to separate works area from pavement and pedestrians. In addition, transparent plastic panels will be erected on top of the barriers to minimize possible noise and dust impact from works, and to ensure adequate visibility for pedestrians on the road conditions. Greening will be arranged outside the works area as practical as possible.



Protection to underground utilities

All underground utilities will be detected and further located by trial holes to avoid possible impact to the utilities well before construction work starts on the project.

Transparent hoarding will be set up with plants to promote a greener environment near the works area (photomontage).

Closely monitoring on environmental impact

For on-site management, the Corporation will proactively work with the contractors to implement necessary mitigation measures to minimise impact to nearby residences. These measures include frequent watering at work sites, imposing noise barriers or covers on equipment that generate noise and dust, as well as regular inspection by site management.

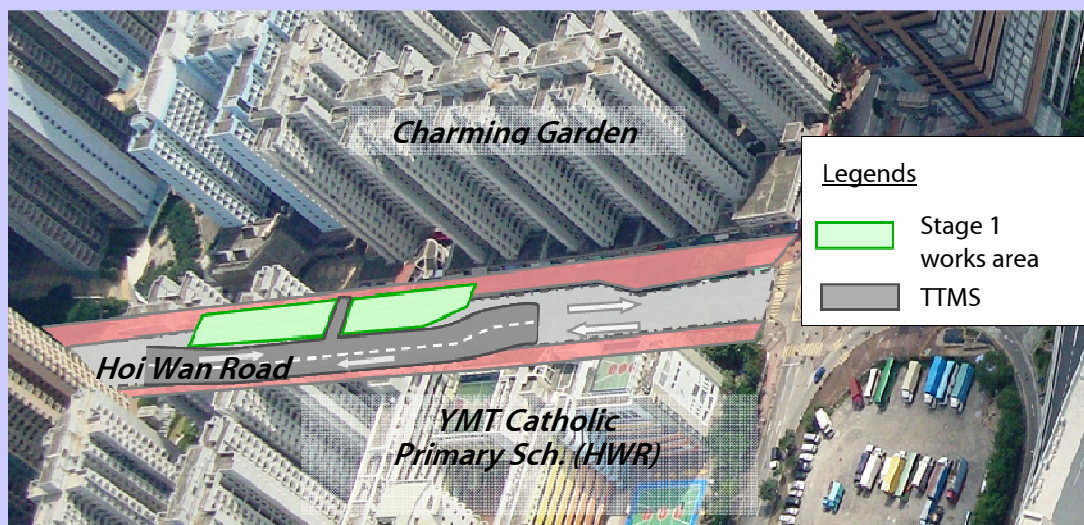


Regular washing at works area



Equipment wrapped with noise barriers to minimise noise impact

Stage 1 Ground treatment works and relevant temporary traffic management scheme



Stage 1 ground treatment works and relevant TTMS

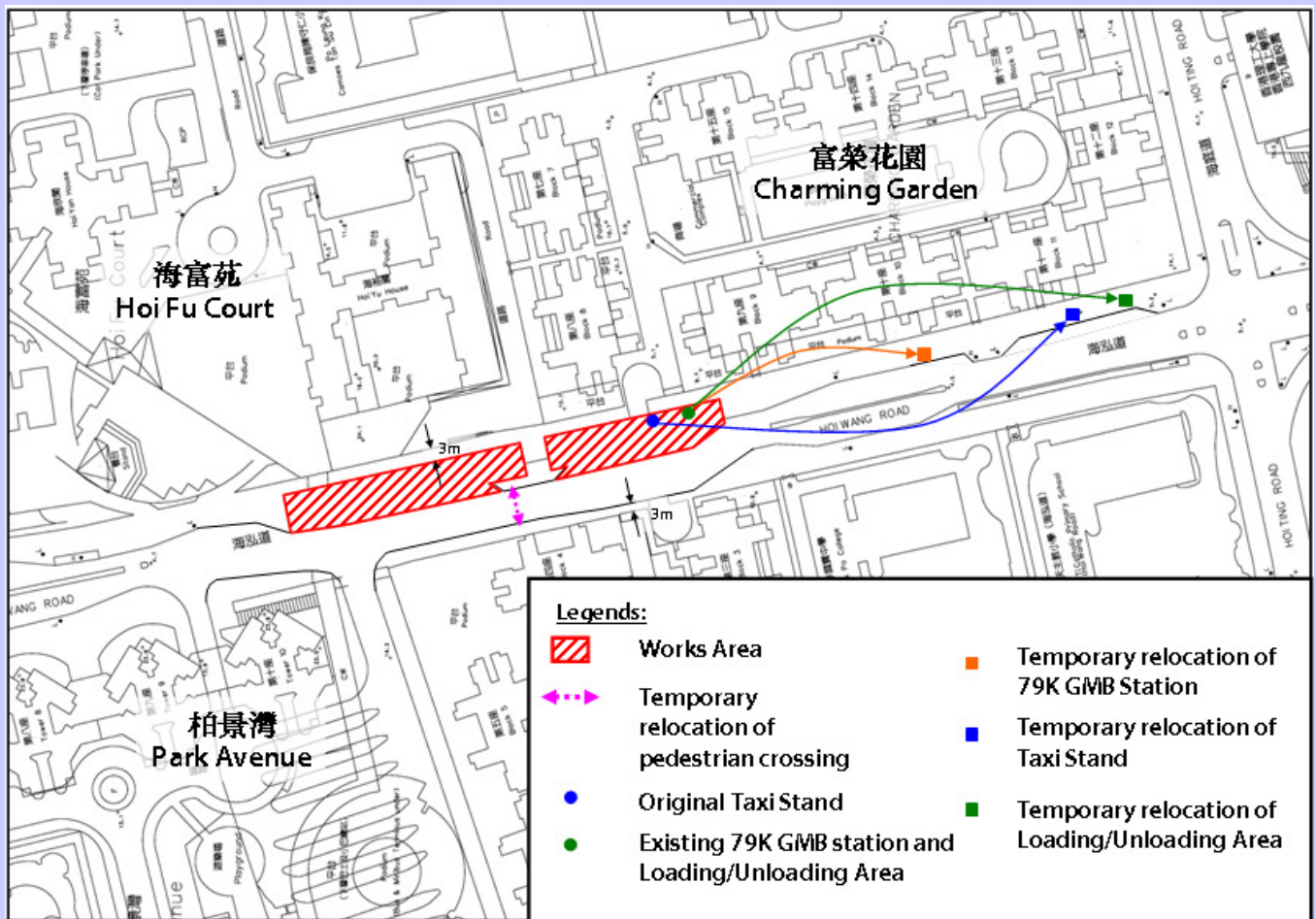
Upon completion of the advanced works for ground treatment, the existing Hoi Wang Road (HWR) will be shifted westward to make rooms for the ground treatment at the section of HWR fronting Hoi Fu Shopping Mall, Block 8 and 9 of Charming Garden and the Yaumatei Catholic Primary School (HWR).

To avoid possible traffic impact to the existing HWR, ground treatment works will be carried out in phrases to ensure minimum ground area to be occupied at a time. The existing number of traffic lanes at HWR will be maintained with one lane for southbound and northbound respectively. Meanwhile, similar traffic facilities, including bus stop, taxi stand, public minibus stand, drop-off point for school buses and loading/unloading area for private vehicles will be maintained. In addition, the pavements of not less than 3M in width will be provided during construction period to minimise impact to pedestrians.

During stage 1 of the ground treatment works (i.e. from April 2011 until 1st quarter 2012), existing pedestrian crossings, public minibus stands, taxi stands and loading/unloading areas as shown in the following map will be relocated to nearby locations temporarily:

- ◆ Existing minibus stand for route 79K will be relocated southward;
- ◆ Existing drop-off point for school buses and taxi stand will be relocated southward.

Appropriate signage will be provided on site to remind road users about the arrangement. In addition, notices will be issued in advance to ensure that all relevant bus companies, mini-bus and taxi operators, nearby estates and schools, as well as community stakeholders are informed. The information is also be uploaded to the XRL website for public information.



For enquiries:

Community Liaison Officer
 (Yau Tsim Mong District)
 Ms Bonita Lee
 Tel: 2208 3094

MTR Projects Hotline: 2993 3333

Service hours:
 8:30am to 6:00pm, Mondays to Fridays;
 8:30am to 1:00pm on Saturdays (except public holidays)

The Hotline will be directed to the voice mail system if lines are busy or during non-service hours. Please leave messages using the voice mail system, and our staff will get back to you during office hours.

The XRL website: www.expressrailink.hk