

Trunk Road T2 and Cha Kwo Ling Tunnel

Civil Engineering and Development Department



Organisations to be Credited

- Asia Infrastructure Solutions
- Meinhardt Infrastructure and Environment Limited
- Bouygues Travaux Publics

Introduction of the Project

Trunk Road T2 and Cha Kwo Ling Tunnel (collectively "Trunk Road T2") constitutes the central part of Route 6 that will serve as a strategic east-west link across Kowloon. With the new Route, journey time between Yau Ma Tei to Tseung Kwan O will be substantially shortened from the present 65 minutes to 12 minutes. Trunk road T2 comprises 3.4km of dual tunnels and two ventilation buildings. It starts from Kai Tak in the west and connects to the Tseung Kwan O - Lam Tin Tunnel in the east, serving to reduce travelling time by 80%.

The T2 project is complicated, involving a multitude of works types including deep shafts, buildings, sub-sea tunneling by Tunnel Boring Machines (TBMs), and drill-and-blast / drill-and-break mined tunnels, etc.

The works are highly challenging. The 2.4km long subsea portion of the tunnels are in difficult geology and routed closely beneath seawalls and breakwaters. The 35m deep TBM launching shaft in Kai Tak is located less than 2.5m away from the friction piles of the highly sensitive Public Works Central Laboratory; and the mined tunnels are routed in hard rock right under the sensitive Cha Kwo Ling Village.

The T2 project is under a tight delivery schedule for early realisation of its substantial transportation benefits that will lead to many related enhancement like reductions in traffic emissions and air quality improvement. Digitalisation provides the team with the much-needed means to achieve efficiency as well as project expedition alongside numerous other merits.

