

(**Annex G**) describes the tunnel option variations and their corresponding harbour-front enhancement potential in more detail, and the major issues associated with these tunnel variations. Key features of the three tunnel variations are described briefly as follows.

Trunk Road Tunnel Variation 1

- 4.3.2 In this tunnel option, the Trunk Road starts off at the connection with CRIII in cut-and-cover tunnel, crosses over the MTR Tsuen Wan Line tunnel and continues through the HKCEC water channel and along the Wan Chai shoreline, in cut-and-cover tunnel, in reclamation.
- 4.3.3 The Trunk Road tunnel passes beneath the Cross Harbour Tunnel portal at sufficient depth (–30mPD) to avoid conflict with the existing rock anchors of the Cross Harbour Tunnel portal structure. The low level of the Trunk Road tunnel means that the tunnel structure lies entirely below the seabed level of the ex-PCWA basin and the Causeway Bay Typhoon Shelter, only rising up above seabed level to ground level to the east of the Causeway Bay Typhoon Shelter, where the Trunk Road then rises up to connect with the existing elevated IEC. Permanent reclamation in the ex-PCWA basin and in the Causeway Bay Typhoon Shelter is not essential. While temporary works will be required (which may include temporary land formation for tunnel construction purposes) these can be removed afterwards and the existing seabed and water area reinstated.
- 4.3.4 Connection to the IEC is made to the northern side of the existing IEC elevated road structure, which is considered to be the least disruptive form of connection. The existing IEC links back into Causeway Bay (to Victoria Park Road and Hing Fat Street) are retained.

Trunk Road Tunnel Variation 2

- 4.3.5 This scheme has been based on a submission from the public (Swire Properties Ltd) during the Envisioning Stage. The Trunk Road tunnel runs along the HKCEC and Wan Chai