4.3.12 It should also be noted that there will be a requirement for temporary works (including temporary reclamation) to facilitate cut-and-cover tunnel construction and for temporary traffic diversions. These temporary works will be required in the ex-PCWA basin and in the Causeway Bay Typhoon Shelter. In the Causeway Bay Typhoon Shelter, the extent of the temporary works, for all three tunnel variations, will be such that the existing moorings will need to be relocated outside the typhoon shelter during the construction period.

4.3.13 As can be seen, neither Tunnel Variation 2 nor 3 perform as well as the Trunk Road Tunnel Variation 1. The major drawbacks of Tunnel Variations 2 and 3 include additional reclamation for filling in of the corners of the Causeway Bay Typhoon Shelter, major traffic disruption, demolition of a large part of Victoria Park, demolition and then reconstruction of major highway structures, and air quality concerns at the tunnel portal area in North Point.

4.3.14 The reclamation issue is particularly important in respect of the PHO. The Trunk Road Tunnel Variation 1 requires a lesser extent of reclamation than that associated with the Tunnel Variations 2 and 3.

4.4 Trunk Road Flyover

4.4.1 The Trunk Road flyover option and the comparison with the tunnel option are presented in Chapter 4 of the HEC Report on Trunk Road Alignments and Harbour-front Enhancement **(Annex G)**.

4.4.2 Same as for the tunnel option, the Trunk Road starts off at the connection with CRIII in cut-and-cover tunnel, crosses over the MTR Tsuen Wan Line and continues through the HKCEC water channel and along the Wan Chai shoreline, in cut-and-cover tunnel. Alignment constraints through the HKCEC water channel, including the HKCEC atrium link bridge and ground level road access, mean that the Trunk Road will need to stay in tunnel through the HKCEC water channel, only rising up to a tunnel portal along the Wan Chai shoreline. As for the case