Container Terminal No. 9
Container Terminal 9 - Some fast fact:

1. Site area: total 150 hectares, including 120 hectares reclaimed land

2. Other associated works: re-alignment of the approach fairway, access road, paved areas for container handling, surface drainage and storm water culvert systems

3. Reclamation method: dredging of alluvial clay, land formed mainly by sand-filling by conveyor or pump boat.

4. Source of filling materials: from marine borrow area in the west of Hong Kong.

5. Dumping location: south of Tsing Yi and Cheung Chau.

6. Compaction method: majority by Surcharge (max 9m up to 6 months), vibro-vibration, installation of band drains and surface compaction
Container Terminal 9 - Some fast fact (continue):

5. Provide 6 parking berths along 1,940m waterfront with water depth averaged 15.5m

6. Forming of the berth deck: deck frame constructed on pile top, precast plank placed on top of the deck frame (with 200mm RC topping) that formed the berth deck. The decks are sub-divided into 60m x 30m bay for easy control of construction.

7. Foundation: raking piles and vertical piles driven by driving rack mounted on barge boat

8. Other data:
   - Consultant – Maunsell Consultant Asia Ltd.
   - Contractor – Hyundai/CCECC JV
   - Contract sum – about $3.95 billion
Current Layout of the Container Terminals (CT 1 to 9) in Kwai Chung Basin
Overview of the Container Terminals (CT 1 to 9) in Kwai Chung
Trailing Suction Hopper Dredger for doing the dredging works
Layout of Container Terminal 9 and its associated supporting facilities
Typical Section for Vertical Seawall and Quay Deck Structure
Doing the marine piling as foundation for the quay deck
Marine piling as foundation for the quay deck
Ship equipped with pumping devices for sand filling
Temporary drain pipe to discharge seawater after the sand filling
Initial completion of the land formed by sand filling and the commencement of other associated civil works
Overview of the CT 9 site with the marine piles for the quay deck in position
Filling work bounded by the seawall
Dredging before the forming of the base for the vertical seawall
Filling work in progress
The southern portion of the Terminal where the interchange to the future Route 8 located.
Detail showing the formation of the vertical seawall
Compaction to the newly formed land by vibration plate and vibro-compaction method.
Forming the box-culvert using cut-and-cover method
Forming the box-culvert using cut-and-cover method
Other storm water discharge and drainage work in the newly reclaimed land
Other storm water discharge and drainage work in the newly reclaimed land
Marine piling work
Completion of the marine piles pending for the erection of a temporary work platform for the forming of the quay deck
Newly formed land approaching the vertical seawall
Detail showing the abutment between the quay deck and the vertical seawall
Erection of a temporary work platform to facilitate the forming of the quay deck
Erection of a temporary work platform to facilitate the forming of the quay deck
Work activities as seen on the temporary work platform
Erection of formwork for the forming of the framing beams for the quay deck
Formwork detail of the framing beams for the quay deck
The framing beam for quay deck as seen after the removal of the formwork
Loading of surcharging material as a means of compaction
Forming the quay deck by precast plank and RC topping
Forming the quay deck by precast plank and RC topping
Detail of quay deck with the steel reinforcing bar in place before concreting
Completion of the phase 1 reclamation work with the first 3 berths of terminal handed over for operation
Finishing and touching up of the facility before the handing over
Precast channel for surface water discharge
Precast channel for surface water discharge
Paving works
Final fitting out and phase hand-over of berth
Final fitting out and setting up of other supporting facilities
Final fitting out and setting up of other supporting facilities
The terminal facilities under partial operation as seen in mid 2004
The terminal facilities under operation as seen in late 2004
Overview of the Container Terminal 9 as seen from the hill side. The unoccupied land in the foreground is reserved for use as the interchanging concourse for the future Route 8 scheduled for handing over in late 2007.
Terminal facilities including the cargo handling yard under operation as seen in 2007
Terminal facilities including the cargo handling yard under operation as seen in 2008.
Container Terminal 9 as viewed from the Stonecutter Island side
Container Terminal No. 1 to 5 as seen from the Tsing Yi side
Container Terminal No 7 and 8 completed for operation in late 1990s (photo taken in mid 2007)
Container Terminal No 8 as seen in mid 2007 with the approach bridge heading toward Stonecutters Bridge in place
Container Terminal No 9 as seen from the deck of Stonecutters Bridge

New Nam Wan Tunnel
Stonecutters Bridge of Route 8 passing through Container Terminal 9 with interchanging slip road for vehicular users
End of Presentation for Container Terminal 9