

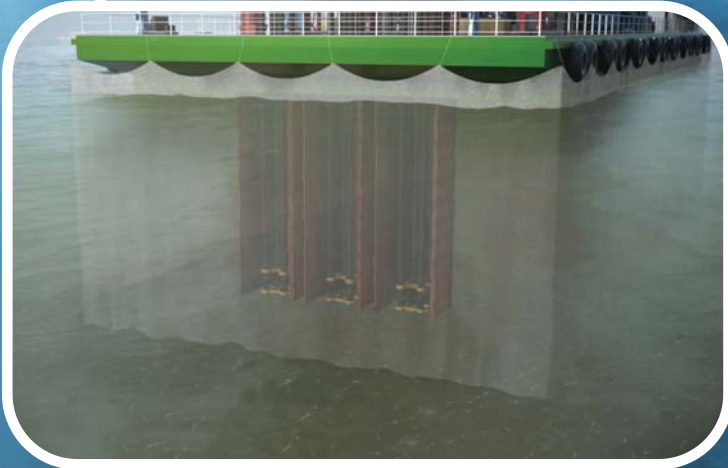


深層水泥拌合法 - 第二道淤泥屏障

Deep Cement Mixing - Secondary Silt Curtain

擴建香港國際機場成為三跑道系統的工程採取多項緩解措施，以保護水質及海洋生態，其中一項措施為採用深層水泥拌合技術進行填海工程。每艘深層水泥拌合工程船均設置淤泥屏障，包括在運作中的深層水泥拌合鑽機四周設置第一道淤泥屏障，以及在整艘工程船四周設置**第二道淤泥屏障系統**，作為緊急應變措施。

The use of Deep Cement Mixing (DCM) technology in the reclamation works in the expansion of Hong Kong International Airport into a Three-runway System is one of the mitigation measures to protect water quality and marine ecology. Silt curtains are installed on each DCM barge, including the installation of a primary silt curtain around the DCM rigs, and a **Secondary Silt Curtain System** around the entire barge as a contingency measure.



一旦第一道淤泥屏障出現滲漏等緊急情況，會即時放下第二道淤泥屏障，圍封整艘工程船及其工程範圍，避免淤泥擴散至附近海域。

In case of emergency like leakage from the primary silt curtain, the secondary silt curtain will be deployed immediately to seal off the entire barge and its working area to prevent the spread of silt to surrounding waters.

