

Shatin to Central Link Hin Keng to Kai Tak Tunnel Broken Through

The 5-km tunnel stretching from Hin Keng to Kai Tak for the Shatin to Central Link (SCL) project is now connected, with the final blast ignited 35 metres underneath Lion Rock today (11 November 2015).

"This significant achievement is an important milestone in the implementation of the SCL project. We have now completed over 60% of the tunnel excavation works for the whole Tai Wai to Hung Hom Section of the rail line," said Dr Philco Wong, Projects Director of MTR Corporation. "I would like to congratulate and thank the team for their tremendous efforts in achieving this milestone today. Moreover, we could not have completed the excavation in such a densely populated area without the support of all our stakeholders, including most importantly, residents in the area. Special thanks to the local community for their patience and understanding during the course of works."

To cope with the mixed ground conditions encountered in excavating the tunnels between Hin Keng and Kai Tak, different construction methods have been adopted:

- For the tunnels from Hin Keng beneath Lion Rock to Ma Chai Hang, a drill and blast method was used with over 500 blasts carried out since the works commenced in January 2014, and approximately 360,000 cubic metres of rock removed;
- The tunnel section between Ma Chai Hang and Kai Tak via Diamond Hill was constructed by two tunnel boring machines (TBM), "Mu Gui-ying" and "Nu-wa". While "Mu Gui-ying" completed her mission of excavating the tunnels between Diamond Hill and Kai Tak in October, "Nu-wa", responsible for the tunnel boring works between Ma Chai Hang and Diamond Hill, completed the up-track tunnel in June this year and is now busy working on the down-track drive which started in late September.

"The Hin Keng to Kai Tak Section is one of the most critical tunneling works of the SCL project which allows us to run new train services directly from the New Territories to urban Kowloon. On top of the difficult geological conditions at Lion Rock, tunneling underneath the existing railway tunnels of the Kwun Tong Line and various busy traffic arteries such as Prince Edward Road East and Choi Hung Road required great precision engineering," Dr Wong added.

The SCL is a territory-wide strategic railway project comprising the "Tai Wai to Hung Hom Section" and "Hung Hom to Admiralty Section". The "Tai Wai to Hung Hom Section" is expected to be commissioned in 2019, providing faster and more convenient train service for passengers. In the future, it will just take around 6 minutes to travel from Hin Keng in the Eastern New Territories to Kai Tak in Kowloon East.

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About MTR Corporation

MTR Corporation is regarded as one of the world's leading railway operators for safety, reliability, customer service and cost efficiency. In its home base of Hong Kong, the Corporation operates nine commuter railway lines, a Light Rail network and a high-speed Airport Express link on which more than 5.4 million passenger trips are made on a normal week day. Another 4.9 million passenger trips are made on the rail services it operates outside Hong Kong in the Mainland of China, the United Kingdom, Sweden and Australia. In addition, the Corporation is involved in a range of railway construction projects as well as railway consultancy and contracting services around the world. Leveraging on its railway expertise, the Corporation is involved in the development of transit-related residential and commercial property projects, property management, shopping malls leasing and management, advertising media and telecommunication services.

For more information about MTR Corporation, please visit www.mtr.com.hk.

Photo Captions:

1. The tunnels between Hin Keng and Kai Tak have been excavated by different methods due to varying geological conditions.



2. Director of Highways Mr KK Lau, JP (Image on the left: 6th left), Projects Director of MTR Corporation Dr Philco Wong (6th right) and General Manager – SCL Mr TM Lee of MTR Corporation (5th right) celebrated with the MTR projects team and the contractor Vinci Construction Grands Projets on the breakthrough ceremony for the drill and blast tunnel between Hin Keng and Ma Chai Hang.



3. Tunnel boring machine (TBM) “Mu Gui-ying” (left) completed excavating the tunnels between Diamond Hill and Kai Tak in October this year. TBM “Nu-wa” (right) responsible for the tunnel construction between Ma Chai Hang and Diamond Hill, completed the up-track tunnel in June this year and is now working on the down-track drive which started in late September.

