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Shatin to Central Link's First Immersed Tube Tunnel Unit Embarks on its Journey to Victoria Harbour



The first of the 11 Immersed Tube Tunnel (IMT) units for the cross-harbour section of the Shatin to Central Link (SCL) was floated in the southern part of Hong Kong and towed out from the former Shek O Quarry today (8 June 2017) to start its journey to Victoria Harbour. It will form part of Hong Kong's fourth cross-harbour rail tunnel, linking Hung Hom on the Kowloon side and Causeway Bay Typhoon Shelter area on the Hong Kong Island.

The SCL cross-harbour rail tunnel comprises 11 reinforced concrete IMT units, each of up to 23,000 tonnes in weight, around 160 metres in length which is about a 50-storey building in height. Fabrication of the IMT units was done in a casting yard in Shek O and the works were completed in March 2017.

The IMT units will be towed one by one to a holding area near Tseung Kwan O first for installation of two 30-metre surveying towers equipped with Global Positioning System (GPS). They will then be attached to floating pontoons equipped with mooring wires and other immersion equipment. These systems and equipment will guide the complex yet highly controlled submersion process for each unit to ensure correct horizontal and longitudinal movements for precise positioning on the seabed.

This first, fully equipped IMT unit will then continue its journey to Victoria Harbour in mid-June 2017 for immersion and installation in the vicinity of the Causeway Bay Typhoon Shelter.

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Targeted for commissioning in 2021, the new rail harbour crossing will form a North South Corridor of the SCL by extending the East Rail Line from Hung Hom Station to connect to the future Exhibition Station in Wan Chai North and onward to the existing Admiralty Station. Passengers on the East Rail Line will then be able to travel from Hung Hom to Admiralty in just five minutes without any interchange.

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