

The First Tunnel Boring Machine Launched for the Express Rail Link

The first tunnel boring machine, “Zhao-jun (昭君)”, for the Express Rail Link Project (XRL) has its debut appearance at the Mai Po Work Site in Yuen Long today (10 August).

At the Tunnel Boring Machine Launching Ceremony of the Express Rail Link, Mr T C Chew, Projects Director of the Corporation said, “The passenger trains on the Express Rail Link will operate entirely in dedicated tunnels. Tunnel boring machines, one of the most effective ways and widely used internationally method for tunnel excavation, will help improve efficiency and minimize the impact on the environment and the neighbouring community.”

The construction of the Express Rail Link commenced in January 2010 for target completion by 2015. “In the railway business, safety is of paramount importance. Stringent safety requirements are laid down for our railway design, construction and operations, and this is also applicable to the Express Rail Link,” Mr T C Chew said.

System Assurance and System Integration approach are adopted in MTR Corporation’s project management with independent safety assessors providing impartial views on the safety critical railway systems. “We will continue to adopt the international best practice in project management to ensure a high standard of safety and quality,” added Mr Chew.

“Zhao-jun”, one of the four most noted beauties in the ancient China, signifies enhanced connectivity between Hong Kong and the Mainland. It will be used for the construction of tunnels between Mai Po and Ngau Tam Mei in Yuen Long. This name was selected from more than 33,500 entries suggested by 15,000 members of the public in an earlier Tunnel Boring Machine Naming Competition for the Express Rail Link organized by the MTR Corporation.

The other three tunnel boring machines, named after the winning entries from the competition as “Fan-li-hua (樊梨花)”, “Seong-ngo (嫦娥)” and “Iron Lady (鐵娘子)” will be used in Yuen Long, Sham Shui Po and Yau Tsim Mong for the construction of the 26-km Express Rail Link.

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Photo Captions:

1. The first tunnel boring machine for the Guangzhou-Shenzhen-Hong Kong Express Rail Link is launched today, 10 August 2011 by the MTR Corporation and its contractor Penta-Ocean Construction Co., Ltd in the presence of officials from the Railway Development Office of the Highways Department. From the third left: Mr Paul Lo, General Manager – XRL of the MTR Corporation, Mr Henry Chi-yan Chan, Principal Government Engineer of the Railway Development Office of the Highways Department, Mr T C Chew, Projects Director of the MTR Corporation, Mr Yasuji Kakimoto, Senior Executive Officer and Chief of International Divisions Group of Penta-Ocean Construction Co., Ltd.



2. A Japanese traditional ritual was performed to celebrate the launch of the tunnel boring machine for the Express Rail Link Project (Contract 825) with (from the fourth left) Mr Henry Chi-yan Chan, Principal Government Engineer of the Railway Development Office of the Highways Department, Mr T C Chew, Projects Director of the MTR Corporation and Mr Yasuji Kakimoto, Senior Executive Officer and Chief of International Divisions Group of Penta-Ocean Construction Co., Ltd.



3. All officiating guests hosted the roasted pig cutting in the Tunnel Boring Machine Launching Ceremony of the Express Rail Link (Contract 825).



4. The first tunnel boring machine “Zhao-jun (昭君)” for the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section) is launched today, 10 August 2011. “Zhao-jun (昭君)”, stands for enhanced connectivity between Hong Kong and the Mainland, will be used to build the section between Mai Po and Ngau Tam Mei in Yuen Long for the Express Rail Link Project.

