

Planning a Direct Access Line from Central Tokyo to Haneda Airport

Shinji NAKAMURA ▶ Chief, East Japan Railway Company Structural Engineering Center

Hideyuki KOIZUMI ▶ Manager, East Japan Railway Company Structural Engineering Center

Tetsuya SHIRAFUJI ▶ Tokyo Construction Project Management Office Haneda Access Project Center

Yasuhiro HIJIKATA ▶ Manager, Tokyo Construction Project Management Office Haneda Access Project Center

Outline

The Haneda Airport Access Line is a construction project to provide direct access to Haneda Airport from various directions. This project will construct three new airport access routes by effectively utilizing our Tokyo area railroad network and existing stock. The project is expected to "improve access convenience between Haneda Airport and a wide area of the Tokyo metropolitan area," "realize seamless travel by reducing time and eliminating transfers," and "improve transportation substitutability in the event of an emergency. The three routes are the East Yamanote route (for Tokyo), the West Yamanote route (for Shinjuku), and the Coastal Area route (for Shin-Kiba). The three routes merge at Tokyo Freight Terminal and connect to Haneda Airport via a new access line (Figure 1). The following is an overview of the East Yamanote route project and construction details.

1. Overview of the East Yamanote route project

This project is divided into three major sections. From the starting point (Tokyo direction), there are (1) a 1.5-km section connecting to the existing line, (2) a 3.4-km section to renovate the existing line, which is currently in disuse, and (3) a 2.5-km section that was improved heading towards the Tokyo Freight Terminal. After that, the line connects to the new access line section (Figure 2). In section (1), shield tunnels and approach section will be constructed to branch off from the existing line and cross under the existing line. (2) is to renovate the existing line, which is currently in disuse for more than 20 years. (3) is to construct lines for the detention of vehicles and maintenance vehicles necessary for operation. Of these, the particulars of the construction of (1) are described below.

2. Construction Features

In section (1), it is necessary to create space for a new line while operating the existing line. Specifically, the existing draw-out track is to be removed, and space for the new line is to be created by switching tracks three times (Figure 3). Since this section is excavated directly under an important line section with so many trains in the Tokyo metropolitan area, it is particularly important to consider train operations. Since most of the work is performed inside the railway tracks, it is necessary to take measures to keep trains out of the work area. Therefore, work hours are generally limited to 1:00 to 4:00 a.m., and the construction work is also subject to time constraints. Despite these restrictions, we are working to ensure the safety of trains and to implement the project as soon as possible.



Fig. 1 Haneda Airport Access Line Concept

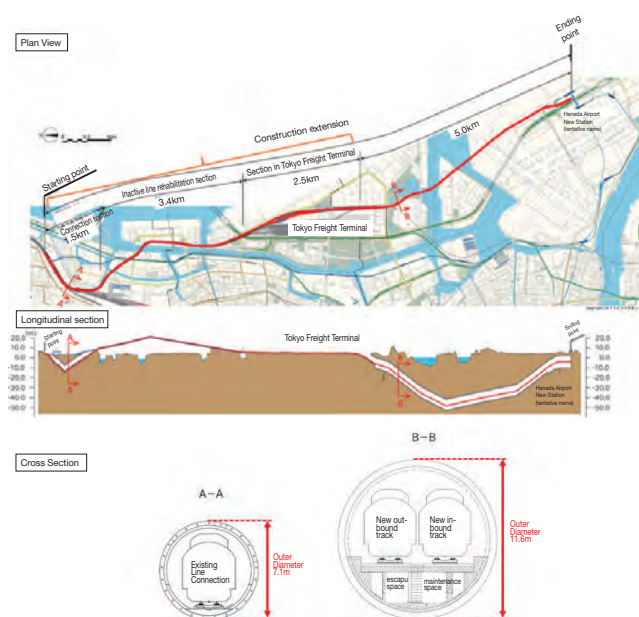


Fig. 2 Overview of the construction work of the East Yamanote Route

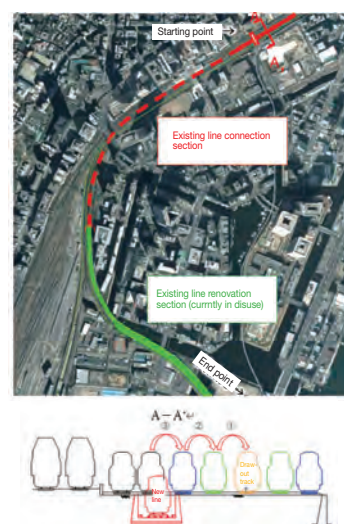


Fig. 3 Outline of existing line connection section