The Strategic Central Link (SCL) is 17-kilometre long railway link that will serve as key link in Hong Kong’s railway network. Comprising two sections (the Tai Wai to Hung Hom Section and the north section to Admiralty), it will form the network into two strategic corridors (the East West Corridor and the North South Corridor) and also provide rail service to Fa Yuen, To Kwa Wan, Ma Tau Wai, Ho Man Tin which are not now covered by the current railway network.

The SCL, which is the strategic route linking up Kowloon and Hong Kong Island, will serve as key link in Hong Kong’s railway network. It will interconnect the network into two strategic corridors (the East West Corridor and the North South Corridor) and also provide rail service to Fa Yuen, To Kwa Wan, Ma Tau Wai, Ho Man Tin, while Kwun Tong Line passengers will be able to travel to the North South Corridor for journeys to Hung Hom Island or the New Territories.

The MTR Corporation has appointed independent environmental consultants to undertake the Environmental Impact Assessment (EIA) study of the SCL’s potential impact on the environment. The EIA report will be submitted to the relevant Government authorities for approval before they are implemented. The public will be further consulted about the overall restoration works to the former Royal Airforce Hangar and the Stone House after the Government determines the land use and planning blueprint of the topside development. The public will be further consulted about the overall restoration works to the former Royal Airforce Hangar and the Stone House after the Government determines the land use and planning blueprint of the topside development.

The MTR Corporation will ensure that the design, construction and operation of the SCL comply with all relevant statutory requirements. Various measures will be adopted to minimise the project’s impact on local communities and the environment.

The SCL will connect the two strategic corridors, including Tai Wai, Kowloon Tong, Shatin, Kowloon Bay, Shau Kei Wan, and Hung Hom, to form an extensive rail network with high capacity and redundancy to accommodate future growth. The SCL will be constructed using a combination of the cut-and-cover method and immersed tube tunnel method. As temporary relocation will be necessary to facilitate the construction of the SCL, the structure of the buildings concerned will not be affected.

The SCL and Kwun Tong Link Extension are expected to be completed in 2020. The SCL will be an essential part in the strategy of Hong Kong’s rail network for the future development of the city.

The SCL will significantly increase the capacity of the rail network, provide a more direct rail route from Tai Wai to Diamond Hill, and diversify a Passenger boarding at Kwun Tong Station passenger boarding at Kwun Tong Station to allow for increased passenger capacity at Kwun Tong Station. The SCL will also introduce new interchange stations at Tai Wai and Diamond Hill, which will significantly increase the rail network’s connectivity.

Construction

The SCL is expected to start in 2012 and to be completed in 2020. The SCL will be an essential part in the strategy of Hong Kong’s rail network for the future development of the city. The SCL will significantly increase the capacity of the rail network, provide a more direct rail route from Tai Wai to Diamond Hill, and diversify the rail network’s connectivity.

In March 2008, the MTR Corporation was entrusted by the Government to proceed with the project. The MTR Corporation has prepared the Environmental Impact Assessment (EIA) study of the SCL’s potential impact on the environment. The EIA report will be submitted to the relevant Government authorities for approval before they are implemented. The public will be further consulted about the overall restoration works to the former Royal Airforce Hangar and the Stone House after the Government determines the land use and planning blueprint of the topside development.

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Connecting East and West • Linking North to South

Existing and future railway lines
- East Rail Line
- Island Line
- West Island Line
- Kwun Tong Line
- Kwun Tong Line Extension
- Ma On Shan Line
- Tuen Mun–Chek Lap Kok Line
- Tuen Wan Line
- Tung Chung Line
- West Rail Line
- Airport Express
- Shatin to Central Link (Tai Wo to Hung Hom Section)
- Shatin to Central Link (Hung Hom to Admiralty Section)
- North Island Line
- South Island Line (East)
- Express Rail Line

Tai Wai Station – Interchange station for “East West Corridor” and “North South Corridor”

Diamond Hill Station – Interchange station for SCL and Kwun Tong Line

Exhibition Station – Interchange station for SCL and future North Island Line

Ho Man Tin Station will be located under the site of ex-Valley Road Estate.

Ho Man Tin Station – Interchange station for SCL and Kwun Tong Line Extension

Admiralty Station – Interchange station for SCL, Tuen Wan Line, Island Line and South Island Line (East)

Existing and future railway lines

Photomontage of Harcourt Garden landscape deck

Photomontage of new Entrance E of Admiralty Station at Rodney Street

Photomontage of an entrance of Exhibition Station

Photomontage of modified Hung Hom Station concourse

Photomontage of a new entrance of Diamond Hill Station

Photomontage of existing Tai Wai Station

Photomontage of an entrance of Exhibition Station

Photomontage of existing Hung Hom Station

The future Exhibition Station will be located under the existing Wan Chai North Public Transport Interchange, the Harbour Road Sports Centre and the Wan Chai Swimming Pool.

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