The Shatin to Central Link (SCL) was gazetted under the Railways Ordinance on 26 November 2010, which marked the commencement of statutory consultation for the project.

The SCL, a strategic railway line that traverses multiple districts in Hong Kong, comprises two sections, namely the Tai Wai to Hung Hom Section and the Hung Hom to Admiralty Section. The SCL will link up several existing railway lines to form two strategic railway corridors, namely the “East West Corridor” and the “North South Corridor”. The SCL will help relieve congestion currently experienced on certain railway lines and provide more convenient services to commuters. It can also act as a catalyst for the redevelopment of older districts and increase the value of properties along the railway.

Construction of the SCL is expected to start in 2012. The Tai Wai to Hung Hom Section is expected to be completed in 2018, while the Hung Hom to Admiralty Section, having to interface with other infrastructure projects including Wan Chai Development Phase II and Central-Wan Chai Bypass, is expected to be completed in 2020.

### Key Information

The project comprises two parts:

**Tai Wai to Hung Hom Section:** It will extend the existing Ma On Shan Line from Tai Wai to the West Rail Line via East Kowloon to form the “East West Corridor”.

**Hung Hom to Admiralty Section:** It will extend the existing East Rail Line from Hung Hom across the harbour to Wan Chai North and Admiralty to form the “North South Corridor”.

<table>
<thead>
<tr>
<th>Route Length</th>
<th>Stations</th>
<th>Train Frequency</th>
<th>Fares</th>
<th>Number of cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total length of 17 km</td>
<td>Tai Wai, Tin Hau, To Kwa Wan, Po Shun Road, Ma Tau Wai, Ho Man Tin, Hung Hom, Exhibition, Admiralty</td>
<td>In line with existing MTR service</td>
<td>In line with existing MTR fare structure</td>
<td>East West Corridor: 8 cars, North South Corridor: 9 cars</td>
</tr>
</tbody>
</table>

### Local Benefits

The two stations in the Hong Kong Island Section of the SCL, Exhibition and Admiralty Stations, are both interchange stations. They will link up existing and planned railway lines to provide passengers with more convenient and direct rail connections. It will also provide the means for quick and easy access to the harbour front and, through the North South Corridor, facilitate cross-boundary passenger flow.

Expansion works for Admiralty Station will be carried out under Harcourt Garden, which will become a landscape deck connecting to the footbridge system in the neighbourhood for safe and comfortable access to what will become a fresh green space in the heart of a busy commercial district.

### Programme

<table>
<thead>
<tr>
<th>Programme</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commencement of preliminary design and public consultation</td>
<td>Year 2008</td>
</tr>
<tr>
<td>Detailed design and site investigation</td>
<td>In progress</td>
</tr>
<tr>
<td>Gazetted under Railways Ordinance</td>
<td>26 Nov 2010</td>
</tr>
<tr>
<td>Commencement of construction</td>
<td>Year 2012</td>
</tr>
<tr>
<td>SCL Completion (Tai Wai to Hung Hom Section)</td>
<td>Year 2018</td>
</tr>
<tr>
<td>SCL Completion (Hung Hom to Admiralty Section)</td>
<td>Year 2020*</td>
</tr>
</tbody>
</table>

*The Hung Hom to Admiralty Section will have to interface with other infrastructure projects, including Wan Chai Development Phase II and Central-Wan Chai Bypass, and is expected to be completed in 2020.
Alignment and Facilities

There are two stations in this section, namely the new Exhibition Station and the expanded Admiralty Station. The alignment runs from Hung Hom Station, under Victoria Harbour to reach Hong Kong Island at the Causeway Bay Typhoon Shelter. The underground railway line then passes under Wan Chai North to reach the future Exhibition Station, to be located underneath the existing Wan Chai North Public Transport Interchange. From there it will pass between Phases I and II of the Hong Kong Convention and Exhibition Centre to head towards Admiralty Station via Performing Arts Avenue. The whole section will be constructed underground.

Stations

Admiralty Station

Admiralty Station will be expanded to the east of the existing station, under Harcourt Garden. The addition of four new platforms, interchange concourses and escalators will enable passengers to easily access the concourses and platforms of the Tsuen Wan Line, Island Line, SCL and South Island Line (East) (SILE)).

The extended part of the Admiralty Station will be built under the existing Harcourt Garden, which will be changed to a landscape deck. This is a photomontage of the future Harcourt Garden.

Photomontage of the new Entrance E of Admiralty Station at Rodney Street

Admiralty Station will become the interchange of four railway lines.
**Exhibition Station**

The proposed Exhibition Station will be located under the existing Wan Chai North Public Transport Interchange, Harbour Road Sports Centre and Wan Chai Swimming Pool, with two station entrances. The station which will have two platforms levels, will serve as the interchange for the SCL and the future North Island Line. Passengers will be able to cross to the opposite platform to interchange between the two lines. There will be escalators connecting to the footbridge system in the area as well as to the ground level.

![Existing Wan Chai North Public Transport Interchange](image1)

*Design of the Exhibition Station will accommodate with the vicinity. This is a photomontage of the Exhibition Station entrance.*

![Exhibition Station enlargement](image2)

![Legend](image3)

- **Proposed Station Entrance**
- **Proposed Emergency Access**
- **Proposed Ventilation Shaft**
- **North Island Line**
Temporary Reclamation

As construction of the cross-harbour section of the SCL at the foreshore of the Hong Kong Island (Causeway Bay Typhoon Shelter (CBTS)) and Hung Hom will involve open excavation, it will be necessary to carry out temporary reclamations. The CBTS section will involve 2.2 hectares of temporary reclamation. Together with the temporary reclamation in the foreshore of Hung Hom, the total area will be 3.2 hectares. All temporary reclamations will be removed upon completion of the works.

According to the Protection of the Harbour Ordinance (PHO), all reclamations (including temporary reclamations) must have an overriding public need.

To demonstrate there is an overriding public need for the reclamation works under the SCL project, the Corporation organised a series of public consultations with members of the public, District Councils, professional bodies and harbour protection organisations from June to December 2009. In July 2010, a report on “Cogent and Convincing Materials to Demonstrate Compliance with the Overriding Public Need Test” was prepared to show that the proposed reclamation satisfies the requirements of PHO. The report is available on the SCL website.

Immersed Tube Tunnel

A section of the SCL tunnel will be built using immersed tubes. Shek O Quarry has been identified as the only suitable venue for the SCL immersed tube tunnel casting yard.

Construction

Causeway Bay Typhoon Shelter

Apart from the SCL, the Central-Wan Chai Bypass (CWB) also involves construction works inside the Causeway Bay Typhoon Shelter (CBTS). The SCL tunnel will cross over CWB, and both projects involve temporary reclamations.

Construction of CWB inside the CBTS commenced in the 3rd quarter of 2010, prior to the commencement of the SCL project. To minimise the extent of reclamation in accordance with the Protection of the Harbour Ordinance, the Corporation has proposed to entrust to the CWB project the construction of a 160m-long SCL tunnel that overlaps with CWB. This will avoid damage to the CWB tunnel or disruption of its operation when construction of the SCL tunnel at both ends commences in the future. It also minimises disturbance to the community.

In order for the SCL protection works to be carried out at the same time as the CWB project without affecting the latter’s target completion date, the temporary reclamation for the SCL protection works was gazetted in July 2010 under the Foreshore and Sea-bed (Reclamations) Ordinance. The Corporation conducted an environmental impact assessment for the SCL protection works.

Some vessels at CBTS will be relocated to other typhoon shelters by the Government during the construction of CWB. Due to SCL’s alignment and limited working space inside CBTS, some SCL works will commence shortly after CWB’s completion and is expected to be finished in about 18 months.

The Corporation and the Government will endeavour to have all vessels moved back to CBTS after the completion of CWB. The Corporation and the Government have been consulting CBTS users for their views and concerns. The Corporation will continue to communicate with all stakeholders, to ensure the SCL works meet the needs of the community.

In order to maintain the size of the anchorage area within CBTS, dredging works will be carried out at the south-east corner of the typhoon shelter, where the seabed is relatively shallower.
Reprovisioning

The SCL will run through densely populated areas on the Hong Kong Island where some public facilities will have to be demolished and relocated. These facilities will only be demolished when their replacements are already in place. Relevant facilities include:

<table>
<thead>
<tr>
<th>Existing facilities</th>
<th>Reason for demolition</th>
<th>Reprovisioning scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harbour Road Sports Centre and Wan Chai Swimming Pool</td>
<td>Construction of Exhibition Station using open excavation will necessitate demolition and reprovisioning of these facilities</td>
<td>Permanently relocated to the existing car park in the south</td>
</tr>
<tr>
<td>Wan Chai North Public Transport Interchange and public washroom</td>
<td></td>
<td>Temporarily reprovisioned at the new reclamation area under Wan Chai Development Phase II. Washroom and bus terminus will be reinstated after the construction is finished</td>
</tr>
<tr>
<td>Part of the north end of the grand stand at the Wan Chai Sports Ground</td>
<td></td>
<td>Temporarily reprovisioned within the sports ground, and to be reconstructed in situ after completion of the station works</td>
</tr>
<tr>
<td>Four footbridges located at Cross Harbour Tunnel approach road, Percival Street, Wan Shing Street and Wan Chai Ferry Pier</td>
<td>Foundation of these footbridges are affected by the SCL tunnel</td>
<td>Affected footbridges will be partly or completely demolished. The Corporation will provide temporary diversion subject to the practical situation and needs. Footbridges will be reinstated upon completion of construction works</td>
</tr>
<tr>
<td>Staircase of footbridge linking Causeway Centre and Harbour Centre</td>
<td>To provide space for the construction of the new sports ground</td>
<td>Pedestrians can either use staircase fronting Great Eagle Centre or at junction of Harbour Road and Fleming Road, or use the footbridge at the corner of Tonnochy Road and Harbour Road, or take the route inside Harbour Centre</td>
</tr>
</tbody>
</table>

The Police Officers’ Club near the portal of the Cross Harbour Tunnel in Causeway Bay will have to be demolished in order to provide space for the construction of ventilation shaft of the cross harbour section of SCL and the shaft for the tunnel boring machine. Part of the existing facilities will be moved to the Police Sports and Recreation Club in Prince Edward. They will be reprovisioned at their existing locations after completion of the SCL works.

Protection Works at Wan Chai Development Phase II

At Wan Chai North, the SCL will pass under the water channel between the Hong Kong Convention and Exhibition Centre Phases I and II and Convention Avenue. This area is also part of the Wan Chai Development Phase II (WDII), which involves the construction of large water mains for supplying freshwater to Hong Kong Island and cooling water mains serving major buildings in the surrounding area. These water mains will cross SCL and will start to operate before the SCL works begins.

To avoid impact on these water mains, the Corporation has arranged for the contractor of WDII to build a 70m-long concrete shelf to support the water mains so that the SCL works can be carried out underneath in the future without affecting the water mains' operation. This arrangement eliminates the need for repeated excavation; it also saves the need to divert the water mains or road traffic, thus minimising the project's impact on the neighbourhood.

Temporary Traffic Management Scheme

During construction, temporary traffic management scheme may be implemented in the Wan Chai North vicinity, including Hung Hing Road, Convention Avenue, Expo Drive, Expo Drive East, Fenwick Pier Street, Lung King Street, Wan Shing Street, Fleming Road and Tonnochy Road. The Corporation will assess the works' possible impact on nearby traffic and will discuss with relevant departments to formulate the traffic diversion scheme so as to lower impact to the community, and to propose corresponding mitigation measures.

Advance Works at Admiralty Station

Since the SCL and SIL(E) will share some of the new railway facilities at Admiralty Station, these facilities will be built at the same location or adjacent to each other. The advance works, including the platform for the SCL and part of the overrun tunnel, etc, will be carried out simultaneously as part of the SIL(E) project in order to shorten the overall construction time and minimise disturbance to the community, environment and road traffic. This approach will also substantially reduce the area needed for the construction of the SCL at a later stage.
Works Sites & Construction Facilities

During construction of the SCL, certain sites along the railway alignment will be used as works sites for the construction, and temporary works areas be set up for storing machinery and materials. Cross Harbour Tunnel Approach Road Garden, the children’s playground at Convention Avenue and Harcourt Garden have been proposed as works sites. The initial idea of using Harbour Road Garden as temporary works area has been cancelled.

The underground works on Hong Kong Island will generate a lot of soil and rock. The Corporation has proposed to use the ex-public cargo working area in Wan Chai as a barging point for transporting the spoils by sea, to minimise the impact on road traffic.

Land/Underground Strata Resumption

The SCL traverses many districts across the territory, some of which are among the most densely developed urban areas. It is inevitable the railway line will pass under some private lots. In designing the SCL alignment, every effort was made to minimise the need for land resumption. The current proposed alignment will only involve the resumption of the underground strata of certain buildings; no private building will be resumed.

Environmental Protection

The Corporation will ensure the design, construction and operation of the SCL comply with all relevant statutory requirements on environmental protection. It will also implement all necessary measures to minimise the project’s impact on the public and the environment. Independent consultants have been appointed to carefully assess the potential impact arising from construction and operation of the new railway line on the environment, for example, on water quality, tree, noise pollution and dust, and recommend mitigation measures in accordance with the Environmental Impact Assessment Ordinance. The environmental impact assessment report is expected to be completed and will be available for public inspection in mid-2011. The Corporation will transplant or replant the affected trees in suitable locations.

Public Consultation

The main purpose of railway infrastructure is to serve the general public. Public engagement is crucial for further refinement of a railway’s detailed design.

We would like to express our gratitude to the local community for relaying their views to us during the public consultation for the SCL since 2008. Apart from consulting the Eastern, Wan Chai, Central and Western as well as the Southern District Councils, community consultation activities that include territory-wide roving exhibitions and public forums were held. We have also proactively organised numerous activities to introduce the relevant local communities and residents to the railway scheme. These activities include school talks, youth engagement programmes, student briefings and visits to railway facilities.

Leaflets, brochures, digests and newsletters were published to collect public opinion on the scheme. During the consultation, the general public, concern groups and professional groups expressed their support for the early commencement of the SCL project. Some local stakeholders also expressed their views on the preliminary design of the railway such as its alignment, station connectivity, the location of station entrances, ventilation shafts and works sites, etc.

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Email address:  

Please return the completed reply slip to Corporate Relations Department, MTR Corporation by fax or by mail, and specify “Shatin to Central Link Hong Kong Island Section Newsletter”.

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