Sai Kung to Central Link
Connecting East and West, Linking North to South

Background

The 17-km Shatin to Central Link (SCL) consists of two sections: Tai Wai to Hung Hom and Hung Hom to Admiralty. The Tai Wai to Hung Hom Section will extend the existing Ma On Shan Line from Tai Wai to Hung Hom on the West Rail Line through East Kowloon, while the Hung Hom to Admiralty Section will connect the East Rail Line to Admiralty on Hong Kong Island through the fourth rail harbour crossing.

Running across multiple districts, the new railway link will expand rail services to new areas and link existing railway lines to form a better network. It will also strengthen links between the New Territories and Hong Kong Island while facilitating travel between the eastern and western New Territories.

The SCL was first recommended by the HKSAR Government in the "Railway Development Strategy 2000" published in year 2000 to enhance railway capacity between Shatin and Kowloon and across the harbour. In March 2008, the Government decided to fund the implementation of the SCL and asked MTR Corporation to proceed with further planning and preliminary design of the new rail link.
沙田至中環綫
Shatin to Central Link

连接东西，连接南北
CONNECTING EAST AND WEST
LINKING NORTH TO SOUTH

【東西走廊】及【南北走廊】
“East West Corridor” and “North South Corridor”
沙中綫将为香港帶來两条铁路走廊—【東西走廊】及【南北走廊】，
贯串东西，连接南北。

【東西走廊】：由馬鞍山綫，沙中綫大圍至紅磡段及西鐵綫组成
【南北走廊】：由東鐵綫及沙中綫紅磡至金鐘段组成

The SCL will form two railway corridors, the “East West Corridor” and the “North South Corridor”, connecting the East and the West and linking the North to the South.

East West Corridor: Comprises Ma On Shan Line, Tai Wai to Hung Hom Section of the SCL and West Rail Line
North South Corridor: Comprises East Rail Line and Hung Hom to Admiralty Section of the SCL

預計行車時間 Estimated Journey Time
沙中綫落成後，來往九龍東、新界東和港島北的行車時間將大幅減短。

Upon completion of the SCL, travelling time between East Kowloon, East New Territories and Hong Kong Island North will be significantly reduced.

主要資料 Key Information

<table>
<thead>
<tr>
<th>走線長度 Route Length</th>
<th>全長17公里</th>
<th>Total length of 17 km</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>大圍至紅磡段：11公里</td>
<td>Tai Wai to Hung Hom Section: 11 km</td>
</tr>
<tr>
<td></td>
<td>紅磡至金鐘段：6公里</td>
<td>Hung Hom to Admiralty Section: 6 km</td>
</tr>
</tbody>
</table>

| 行車班次 Train Frequency | 與現時港鐵列車服務班次相若 | In line with the existing urban lines |

| 車費 Fares | 與現有票價結構相同 | In line with the existing MTR fare structure |

<table>
<thead>
<tr>
<th>車卡數目 Number of cars</th>
<th>東西走廊：8卡車</th>
<th>East West Corridor: 8 cars</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>南北走廊：9卡車</td>
<td>North South Corridor: 9 cars</td>
</tr>
</tbody>
</table>

英文:

17 minutes
Between Tai Wai and Admiralty

5 minutes
Between Tai Wai and Diamond Hill

13 minutes
Between Tai Wai and He Man Tin

31 minutes
Between To Kwa Wan and Yuen Long

5 minutes
Between Hung Hom and Admiralty
沙田至中環綫
Shatin to Central Link
CONNECTING EAST AND WEST
LINKING NORTH TO SOUTH

鐵路設施 Railway Facilities

沙中綫全綫有十個車站，其中六個是轉綫站；完善的轉綫安排使鐵路變得更方便快捷，令乘客可輕鬆地來往港、九、新界。

There are 10 stations along the SCL, of which 6 are interchange stations. Seamless interchange arrangements will provide more convenient and faster interchange, making it easier to travel between Hong Kong Island, Kowloon and the New Territories.

大圍站 Tai Wai Station

大圍站將成為沙中綫及東鐵綫的轉綫站，馬鞍山綫的乘客可一如以往於此站轉乘東鐵綫至新界北，而新界北的乘客日後亦可在大圍站轉車前往東九龍。

This will be an interchange station for the SCL and the East Rail Line. Passengers on the Ma On Shan Line can continue to change here for the East Rail Line heading to the North New Territories, while those from the North New Territories will be able to change here for East Kowloon.

顯徑站 Hin Keng Station

顯徑站為顯徑區居民提供鐵路服務之餘，亦有助紓緩大圍站的擠塞情況。

This station will help provide railway service to residents in the Hin Keng area and relieve the congestion at Tai Wai Station.

鑽石山站 Diamond Hill Station

由馬鞍山出發的乘客日後不需轉車到九龍塘轉綫，便可直達鑽石山站，再轉乘觀塘綫到達東九龍；而觀塘綫的乘客亦可於此站轉乘沙中線北行前往新界，或南行至紅磡站經南區走廊往港島。

Passengers from Ma On Shan will be able to go directly to Diamond Hill Station without changing lines at Kowloon Tong Station, and continue their journeys by interchanging to the Kwun Tong Line for East Kowloon. Passengers on the Kwun Tong Line will also be able to change here to the SCL northbound to the New Territories or southbound to Hung Hom Station and change there for Hong Kong Island.

啟德站 Kai Tak Station

乘客日後可經啟德站往啟德新發展區使用區內的多用途體育館及其他各項設施。

This station will provide passengers with access to various facilities, including the Multi-Purpose Stadium Complex, in the Kai Tak Development Area.

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Shatin to Central Link

连接东西，连接南北
CONNECTING EAST AND WEST LINKING NORTH TO SOUTH

土瓜灣站及馬頭圍站
To Kwa Wan Station and Ma Tau Wai Station

这两个车站主要服务九龙城、土瓜湾和马头围一带社区。

These two stations will serve the communities in Kowloon City, To Kwa Wan and Ma Tau Wai.

何文田站
Ho Man Tin Station

何文田站将服务未来观塘线延伸线与沙中线的

转线站，乘客可于该站转乘观塘线前往沿线各站。

This will be an interchange station between the future Kwun Tong Line Extension and the SCL. Passengers will be able to change here for stops along the Kwun Tong Line.

红磡站 Hung Hom Station

红磡站将成为连接东西和南北走廊的一个重要枢钮站。

当红磡至金钟段落成后，乘客可在此站乘南北走廊列车往罗湖

或过海至会展和金钟，或东西走廊列车往屯门或乌溪沙。

This will become an important railway hub that connects the East West Corridor and North South Corridor. Upon completion of the Hung Hom to Admiralty Section, passengers will be able to take trains on the North South Corridor to Lo Wu or across the harbour to Exhibition and Admiralty, or the East West Corridor to Tuen Mun or Wu Kai Sha.
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Shatin to Central Link

connecting east and west
linking north to south

🌟 會展站 Exhibition Station

位於灣仔北的會展站是南北走廊與未來北港島綫的轉站站。由新界或東九龍出發的乘客可於此站轉乘未來北港島綫。

Exhibition Station in northern Wan Chai will be the interchange station between the North South Corridor and the future North Island Line. Passengers from the New Territories or East Kowloon will be able to change here for the future North Island Line.

🌟 金鐘站 Admiralty Station

當南港島綫（東段）及沙中綫落成後，金鐘站將成為港島的鐵路樞紐站；沙中綫乘客可於此站轉乘往港島綫、荃灣綫及南港島綫（東段）前往沿綫各站。

This will become the railway hub on Hong Kong Island upon completion of the South Island Line (East) and the SCL. SCL passengers will be able to change here for stations along the Island Line, Tsuen Wan Line and the South Island Line (East).

其他鐵路設施
Other Railway Facilities

為了配合東西走廊的列車服務，在區內必須設置列車停放處供列車在晚上停泊，以及配合繁忙時間的發車安排及進行例行的列車清潔和檢修。建議列車停放處設置於鑽石山前大磡村舊址。

此外，通風設施是地下鐵路一個不可或缺的部分，透過抽入及抽出車站及行車隧道中的空氣，以確保空氣流通。港鐵公司將細心研究通風設施的位置及外觀設計，使之與周邊環境融合，並盡量減少對社區和民居的影響。

Given the frequency of services on the East West Corridor, overnight train stabling facilities are necessary in the urban area to optimize train scheduling, meet peak demand during morning rush hours and enable routine cleaning and maintenance. The proposed site for the stabling sidings is at the former Tai Hom Village in Diamond Hill.

Ventilation facilities are essential to provide air circulation in underground stations and tunnels. The locations and exterior of the ventilation facilities will be carefully designed to fit into the streetscape and to minimize any impact on the community and nearby residents.

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效益 Benefits

除了可以改善香港的交通，沙中綫也有助推進環保及配合地區和
經濟發展等，令廣大市民進一步受惠。

The SCL will play an important role in improving Hong Kong’s
transport. It will also help protect the environment and
support community and economic development.

1 改善交通
Improve Transport

沙中綫連接港九和新界東、西及北區，為來往這些地區的市民
提供快捷、可靠和方便的鐵路服務。而且沙中綫有助舒緩
東鐵綫、觀塘綫及荃灣綫部分鐵路段的繁忙情況，亦可改善
路面交通擠塞的問題。

The SCL will provide a fast, reliable and convenient mode
of transport running through the eastern, western and
northern New Territories, Kowloon and Hong Kong Island.
It will also relieve the bottlenecks along the East Rail Line,
the Kwun Tong Line and the Tsuen Wan Line and reduce
road traffic congestion.

2 推動環保、健康及安全
Promote Greener, Healthier and Safer Living

港鐵列車以電力推動，不會排出廢氣；而內電路可減少路面車輛
的數目，進一步減少空氣污染和噪音，提高道路安全及生活質素。

MTR trains are electrically powered and emission-free.
The rail link will help relieve road traffic congestion,
which will lead to reduction in air and noise pollution, and
improvements in on-road safety and quality of living at large.

3 配合地區及經濟發展
Support Community and Economic Development

沙中綫將把鐵路服務帶到啟德、土瓜灣、馬頭圍和何文田等區，
促進區內更新發展；新增的啟德站亦方便市民享用啟德新發展
區的多項設施。另外，興建沙中綫會創造逾萬個職位，鐵路落成
後亦會帶動商業和旅遊業發展，提供更多就業機會。

The SCL will expand rail services to districts such as Kai Tak,
To Kwa Wan, Ma Tau Wai and Ho Man Tin, allowing these
areas to rejuvenate and prosper. The new Kai Tak Station
will provide convenient access to the many facilities in
the Kai Tak Development Area. Significant employment
opportunities will also be generated during the construction
of the SCL and after its completion owing to the new
business opportunities generated.
沙田至中環綫
Shatin to Central Link

Connecting East and West
Linking North to South

臨時工地和措施 Temporary Work Sites and Arrangements

興建鐵路的過程中，需要臨時徵用區內部分空地和休憩設施作工地。挖掘隧道會產生數以百萬噸計的泥石，為了減少運泥車對路面交通和環境的影響，建議設置泥船轉運站，用最短的陸路運輸將泥石運到泥船轉運站，再經海路運到卸泥區。此外，為配合建築工程中的鑽爆工序，亦須設立臨時爆炸品儲存庫。

除了設置臨時工地，亦有必要實施臨時交通管理措施和臨時重置部分社區設施及建築物，以令工程得以順利完成。

為了減低對市民的不便，我們會實施多項的緩解措施把可能的影響減到最小，並加快建築工程，讓大家可以盡快享用方便快捷的鐵路服務。

Works areas will be required at different locations during construction. Some vacant sites and leisure facilities will be taken up temporarily. Excavated spoil generated from tunneling work will be transported to barging points by the shortest route and sent to the dumping area by sea so as to minimize the impact on road traffic and the environment. A magazine site is also required for the temporary storage of explosives, which are required for drilling and blasting during the construction.

Temporary traffic arrangements and reprovisioning of communal facilities and structures will be implemented to ensure smooth delivery of the project.

We will deploy all practical measures to minimize inconvenience to the public, and expedite the construction for early delivery of a faster and more convenient railway service.
公眾諮詢 Public Consultation

自2008年中起，港鐵公司及政府以不同形式進行諮詢工作，以了解地區人士對沙中綫的期望和關注。

因應公眾對鐵路設施和施工期間的關切，港鐵公司及政府將於各地區繼續諮詢工作，以吸納更多的公眾意見，以訂出一個可以平衡地區訴求、技術可行性和社會效益等各方面的方案，進一步完善沙中綫的詳細設計。

為了收集公眾對沙中綫的意見，港鐵公司將於2010年8月至9月於不同地區的港鐵車站及商場舉辦多場巡迴展覽。

Since mid-2008, MTR Corporation and the Government have been listening to public views through various consultation activities.

In view of public concerns on railway facilities and the possible impacts from construction works, there will be ongoing discussion in the districts concerned to collect views. The detailed design of the SCL will be further enhanced in response to community needs, technical feasibility and benefits to the society at large.

To collect public views on the new railway, roving exhibitions will be held at MTR stations and shopping malls in various districts from August to September 2010.

意見書收集箱
(Suggestion form attached to leaflet)

如果你想更深入了解沙中綫項目或查詢巡迴展覽的詳情，請瀏覽沙中綫網頁 www.mtr-shatincentrallink.hk

For more details of the railway project or roving exhibitions, please visit the SCL website at www.mtr-shatincentrallink.hk

港鐵工程熱線 MTR Projects Hotline: 2993 3333

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