簡介 Introduction

沙中線（沙中綫）為一條策略性鐵路，目的是增強沙田往九龍以及過海鐵路的載客量，疏導乘客，紓緩現時多條鐵路綫的壓力。

沙中線全長17公里，分為「大圍至紅磡段」及「紅磡至金鐘段」兩部分。「大圍至紅磡段」由現有馬鞍山綫大圍站向九龍東延伸，於紅磡站連接現時的西鐵綫；「紅磡至金鐘段」則將現有東鐵綫經第四條過海鐵路隧道接駁至港島金鐘站。

沙中線有助分流鐵路網的乘客，紓緩現時東鐵綫、觀塘綫及荃灣綫的繁忙情況，為乘客提供不同的路綫選擇，使用更方便快捷的鐵路服務。

項目已於2012年3月獲行政會議批准，立法會財務委員會亦於5月通過主體工程撥款，建築工程隨即展開。

The Shatin to Central Link (SCL) is a strategic rail line to enhance railway services between Shatin and Kowloon and across the harbour.

The 17-km SCL consists of two sections, namely the “Tai Wai to Hung Hom Section” and “Hung Hom to Admiralty Section”. The “Tai Wai to Hung Hom Section” will extend the existing Ma On Shan Line from Tai Wai to Hung Hom through East Kowloon and connect the West Rail Line, 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.

The new rail link will offer an alternative route to relieve congestion on the East Rail Line, Kowloon Line, and Tsuen Wan Line, giving passengers more options to reach their destinations.

SCL has been authorised by the Executive Council in March 2012 and its funding was approved by the Finance Committee of the Legislative Council in May 2012. Following the funding approval, the construction of the project commences.
Strategic Railway

- 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", thereby enhancing the entire railway network.

- There are 10 stations along the SCL, of which 6 are interchange stations, providing passengers with more options to reach their destinations. Seamless interchange arrangements will provide more convenient and faster interchange, making it easier to travel among Hong Kong Island, Kowloon and the New Territories.

Estimated Journey Time

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 Min</td>
<td>Tai Wai and Diamond Hill</td>
</tr>
<tr>
<td>13 Min</td>
<td>Tai Wai and Ho Man Tin</td>
</tr>
<tr>
<td>17 Min</td>
<td>Tai Wai and Admiralty</td>
</tr>
<tr>
<td>36 Min</td>
<td>Wu Kai Sha and Admiralty (Interchange at Tai Wai Station)</td>
</tr>
<tr>
<td>50 Min</td>
<td>Lo Wu and Admiralty</td>
</tr>
</tbody>
</table>

Upon completion, passengers from the Ma On Shan Line or East Rail Line can go directly to East and West Kowloon and New Territories West via Tai Wai Station, without having to interchange at Kowloon Tong Station.

Platform modification works are required at stations along Ma On Shan Line to allow for the future 8-car train operation of the "East West Corridor". Construction began in December 2012, and is expected to be completed in the year 2017.

Some of the major works are being carried out during non-traffic hours so the train services of Ma On Shan Line will not be affected.
車公廟站 Che Kung Temple Station

工程進度 Progress Updates

- 延長車站月台及頂蓋 Platform and roof extension
  - 物流部分的月台及頂蓋已完成安裝，其後將會安裝頂蓋。
    - The extended platform slabs have been constructed, and roof extensions will soon be carried out.

- 加裝自動門閘及設備室 Automatic Platform Gates (APGs) & APG Room
  - 月台現正進行自動門閘及設備室的前期工程，包括擴充及加建設備室。
  - 月台及設備室將於2014年第一季開始施工，預計馬鞍山綫沿綫車站的自動門閘及設備室將於2017年投入服務。
  - The preparation works of APG installations, such as coring works and APG Room, are underway on the platforms. The construction of APG Room will begin in the 1st quarter of 2014. The completion of APG installations along Ma On Shan Line is expected in 2017.

臨時交通管理措施 Temporary Traffic Management Scheme

- 為配合有關工程，部分車公廟站至車公廟站附近的道路，以及沙田鐵路會由2013年12月底至2014年第二季結束，並於早上5時30分至晚上7時30分(約5個晚上)實施部分路段封閉。東鐵綫將會經馬鞍山綫於車公廟站轉車。
- To facilitate lifting works at Che Kung Temple Station, part of Che Kung Miu Road, the access road next to Che Kung Temple Station and Sha Tin Tau Road will be temporarily closed in phases from 12:00am to 5:30am between end of December 2013 and the 2nd quarter of 2014 (about 5 nights). The works site will be fenced off with appropriate road signs to guide pedestrians and motorists during the construction period.

The abovementioned temporary traffic management scheme will be submitted to relevant government departments, including Highways Department, Transport Department and the Police for approval before implementation.

緩解措施 Mitigation Measures

- 工地範圍會在施工期間架設圍欄
  - Hoardings are to be erected at works site

- 儘量減少工程機器數量
  - Minimise number of equipment

- 儘量減少夜間工程
  - Minimise night time works as much as possible unless operation safety is affected

- 採用臨時隔音設施
  - Adopt noise reduction measures

- 使用低噪音的機動設備
  - Use quiet plant

港鐵工程熱線 MTR Projects Hotline
2993 3333

如果您想更深入了解沙中綫項目或查詢馬鞍山綫車站月台改善工程的詳情，請瀏覽港鐵網頁：
www.mtr-shatincentrallink.hk