簡介 Introduction

沙田至中環線（沙中線）是政府在《鐵路發展策略2000》中建議的一條策略性鐵路，目的是增強沙田往九龍以及過海鐵路的載客量，疏導乘客，舒緩現時多條鐵路線的壓力。

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伸延，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橋過海鐵路隧道接駁至香港金鐘站。

項目已於2012年中動工，由於「紅磡至金鐘段」須配合其他基建工程之進行，包括灣仔發展計劃第二期及中環灣仔繞道。「大圍至紅磡段」及「紅磡至金鐘段」會分兩階段完成。

The Shatin to Central Link (SCL) is a strategic rail line recommended by the HKSAR Government under the "Railway Development Strategy 2000" to enhance railway capacity 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 the "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 to the West Rail Line; the "Hung Hom to Admiralty Section" will connect the East Rail Line to Admiralty on Hong Kong Island through the fourth rail harbour crossing.

Construction of SCL started in mid-2012. Since the "Hung Hom to Admiralty Section", which will have to interface with other infrastructure projects, including Wan Chai Development Phase II and Central-Wan Chai Bypass, the "Tai Wai to Hung Hom Section" and "Hung Hom to Admiralty Section" are expected to be completed in phases.

主要資料 Key Information

<table>
<thead>
<tr>
<th>走線長度</th>
<th>全長17公里</th>
</tr>
</thead>
<tbody>
<tr>
<td>大圍至紅磡段</td>
<td>11公里</td>
</tr>
<tr>
<td>紅磡至金鐘段</td>
<td>6公里</td>
</tr>
</tbody>
</table>

| 車站 | 大圍、顯徑、鑽石山、啟德、土瓜灣、馬頭圍、何文田、紅磡、金鐘及中環 |
| 車卡數目 | 東西走向：8卡車 |
| | 南北走向：9卡車 |

| 票價 | 與現有港鐵票價結構一致 |
| 行車班次 | 與現時港鐵列車服務班次相符 |

<table>
<thead>
<tr>
<th>Route length</th>
<th>Total length of 17km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tai Wai to Hung Hom Section</td>
<td>11km</td>
</tr>
<tr>
<td>Hung Hom to Admiralty Section</td>
<td>6km</td>
</tr>
</tbody>
</table>

| Stations | Tai Wai, Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin, Hung Hom, Exhibition and Admiralty |
| Number of cars | East West Corridor: 8-car trains; North South Corridor: 9-car trains |
| Fare | In line with existing MTR fare structure |
| Train frequency | In line with existing MTR service |
預計行車時間表
Estimated Journey Time

沙中綫落成後，來往九龍東、新界東和港島區的乘客，可大幅節省交通時間。
Upon completion of the SCL, passengers travelling across East Kowloon, New Territories East and Hong Kong Island will benefit from significant reduction in journey times.

<table>
<thead>
<tr>
<th>分鐘 Mins</th>
<th>軌段</th>
<th>時間</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>太鴻至鑽石山</td>
<td>Tai Wai and Diamond Hill</td>
</tr>
<tr>
<td>13</td>
<td>太鴻至何文田</td>
<td>Tai Wai and Ho Man Tin</td>
</tr>
<tr>
<td>17</td>
<td>太鴻至金鐘</td>
<td>Tai Wai and Admiralty</td>
</tr>
<tr>
<td>31</td>
<td>土瓜灣至元朗</td>
<td>To Kwa Wan and Yuen Long</td>
</tr>
<tr>
<td>5</td>
<td>紅磚至金鐘</td>
<td>Hung Hom and Admiralty</td>
</tr>
<tr>
<td>50</td>
<td>鰂湖至金鐘</td>
<td>Lo Wu and Admiralty</td>
</tr>
</tbody>
</table>

最新消息 Latest progress of SCL

沙中綫環境影響評估報告（環評報告）建議於士瓜灣站工地內的考古調查及發掘工作已於2013年底完成，獨立考古學家已向古物古蹟辦事處（古蹟辦）提交中期報告。基於考古及工程進行期間的發現，考慮到環評報告指出考古範圍以外的工地有可能發現考古文物，古蹟辦同意擴大士瓜灣站工地考古工作範圍。有關工作正在進行，預計2014年第三季完成。

由於部分考古工作仍在進行，有關範圍內的工程須暫時停止，整體工程進度將無可避免地受到影響。港鐵公司明白社會人士對考古發現的關注，並一直按照古蹟辦和專業人員的要求和建議，在工程上作出全面配合。

港鐵公司的工程團隊會繼續積極尋找緩解措施，尋求政府部門的配合以追回工程進度，並會適時將有關資訊透過不同渠道，公布工程的資料和進度。

An Archaeological survey-cum-excavation at the To Kwa Wan Station worksite was completed at the end of 2013 as per the recommendation of the Approved Environmental Impact Assessment (EIA) Report of the SCL Project. With an interim report on the findings submitted to the Antiquities and Monuments Office (AMO), and extended survey beyond the designated area in the EIA report was conducted thereafter upon the request of the AMO. It is estimated that the extended survey could be completed in the third quarter of 2014.

As the archaeological survey is still ongoing, the programme of the SCL would inevitably be affected. The Corporation understands the concerns expressed by the public about the archaeological survey. The survey will be carefully conducted according to the advice and suggestions of the AMO and the Archaeological specialists.

The MTR Corporation will constantly review the progress of the project and develop mitigation measures accordingly. Every effort has been made to co-ordinate with relevant authorities for the implementation of the project. Updated information on the progress will be communicated to the public in a timely manner.
完善鐵路網  Seamless Railway Network

沙中綫建成後，將現有鐵路網絡連結起來，形成兩條策略性鐵路走廊，分別為「東西走廊」及「南北走廊」。令鐵路系統環環相扣、四通八達。沙中綫全綫共有10個車站，其中6個是轉車站，為乘客提供不同鐵路線的選擇，配合完善的轉車安排，使鐵路變得更方便快捷，令乘客可輕鬆地往來港、九、新界。

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 between Hong Kong Island, Kowloon and the New Territories.

- 「東西走廊」由馬鞍山綫、「大圍至紅磡段」及西鐵綫組成。
  - “East West Corridor” will be formed by the West Rail Line, SCL “Tai Wai to Hung Hom Section” and the Ma On Shan Line;

- 「南北走廊」由東鐵綫及「紅磡至金鐘段」組成。
  - “North South Corridor” will be formed by the East Rail Line and SCL “Hung Hom to Admiralty Section.”
Efficiency Benefits

Passengers Diversion

Upon completion of the "East West Corridor", it's estimated that about 23% of south-bound passengers on the EAL will change to use the SCL directly to Kowloon or Hong Kong Island East via Diamond Hill Station. This can effectively improve passenger throughput at the existing bottleneck in the railway section between Tai Wai and Kowloon Tong. The "Hung Hom to Admiralty Section" will be connected to Admiralty Station through the 4th harbour crossing tunnel, diverting passengers from the existing railway network and alleviating congestion along the East Rail Line, Kwan Tong Line and Tsuen Wan Line.

Carrying Capacity Enhancement

Apart from passenger diversion, both SCL railway corridors, combined together, will provide a carrying capacity of 403 cars per hour, which is a significant increase of 163 cars compared with the 240 cars per hour currently offered by the EAL service.

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Rail Line</th>
<th>Peak Time Trains per Hour During Peak Hours</th>
<th>Peak Time Train Frequency</th>
<th>Cars per Hour During Peak Hours</th>
<th>New Total in East Rail Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Rail Line</td>
<td>20 trains</td>
<td>12 cars</td>
<td>240 cars</td>
<td>240 cars</td>
<td>403 cars</td>
</tr>
<tr>
<td>East West Corridor</td>
<td>20 trains</td>
<td>8 cars</td>
<td>160 cars</td>
<td>160 cars</td>
<td>403 cars</td>
</tr>
<tr>
<td>North-South Corridor</td>
<td>27 trains</td>
<td>9 cars</td>
<td>243 cars</td>
<td>243 cars</td>
<td>403 cars</td>
</tr>
</tbody>
</table>

Busy Time

403 cars per hour during peak hours
紅磡站升級工程
四通八達  五分鐘過海至金鐘

Modification Works for Hung Hom Station
Cross Harbour to Admiralty in 5 Minutes

配合沙中線「新生代電路網」
工程，紅磡站將進行大變身，
升級成為「貫通東西南北」的交
通樞紐。沙中線東西走廊及南北
走廊將將於紅磡站交匯，加上沙中
線兩層全新的月台以及一系列提
升的設施，乘客日後可在紅磡站
體驗無縫轉乘鐵路服務，到達香
港東西南北不同角落。

MTR Hung Hom Station will be
transformed into a major railway hub
under the SCL project, Hong Kong's next
generation rail connection. Two new
platform levels and a range of new and
enhanced facilities will be provided at
the station where SCL's East West and North
South corridors will converge to allow for
the seamless interchange of passengers
heading to and from every corner of
Hong Kong.

現在，由紅磡過海到灣仔或金鐘，動輒十數分鐘。
將來，沙中線連接紅磡和港島，過海至金鐘只須五
分鐘！

Now, it takes more than 10
minutes to travel from Hung
Hom to Wan Chai or Admiralty.
In future, with the Shatin
to Central Link, it will only be a
5 minute journey from
Hung Hom to Admiralty!

車程縮短
Shorten Commute Time

<table>
<thead>
<tr>
<th></th>
<th>現時 Now</th>
<th>將來 Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>紅磡 Hung Hom</td>
<td>金鐘 Admiralty</td>
<td>18分鐘 (轉乘一次) 18 minutes (interchange once)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5分鐘 (無須轉乘) 5 minutes (direct journey)</td>
</tr>
<tr>
<td>紅磡 Hung Hom</td>
<td>鑽石山 Diamond Hill</td>
<td>19分鐘 (出閘轉乘一次) 19 minutes (count as two journeys)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>9分鐘 (無須轉乘) 9 minutes (direct journey)</td>
</tr>
</tbody>
</table>

www.mtr.com.hk
全新佈局 耳目一新
Refreshing Look with New Layout

變身後的紅磡站車站大堂會換上新裝，現時在大堂兩邊的閣樓樓層將會連接並配以波浪型設計。同時空調系統亦會有所改善，乘客可以享用更舒適的乘車環境。
The concourse will be given fresh and bright colour tone during refurbishment works, while the mezzanine floor will be stylish new wavy design, making it more spacious and trendy. The air-conditioning system at concourse and platform levels will also be improved, to provide a more comfortable travelling environment for passengers.

大堂天幕由現時的綠色改為白色，閣樓樓層會配上時尚的波浪型設計。大堂設施會重新規劃，提升整體的空間感。
The colour tone of the ceiling will be changed from green to white, while the mezzanine floor will be stylish wavy new design. The layout of station facilities will be enhanced to create more space for commuters.

新月台將設有月台幕門，同時會改善空調系統，乘客候車更舒適。
Platform screen doors will be installed at the new platforms and the air-conditioning system at concourse and platform levels will also be improved.
New Entrance to Enhance Connectivity

在升級工程下，紅磡站車站大堂及月台之間的中層大堂通道新增一個車站出入口，方便市民由紅磡區內、紅磡海底隧道口及至尖東一帶前往車站大堂。

Under the Modification Works, a new station entrance will be provided at the mid-level walkway between concourse and platform levels to further improve access for commuters travelling between the station and the nearby Hung Hom, Cross-Harbour Tunnel Plaza and Tsim Sha Tsui areas.

紅磡站中層大堂通道將新增出入口，以扶手電梯及升降機直接接駁車站大堂。

An additional entrance at the mid-level walkway will enhance station access and be directly connected to the station concourse by escalators and lifts.

往香港理工大學
To Hong Kong Polytechnic University

往尖沙咀東部
To Tsim Sha Tsui East
新資訊代碼鐵路網

紅磡站改建工程安排
Temporary Works Arrangements in Hung Hom Station

紅磡站大堂的改建工程將於2014年第三季分階段進行，期間車站會維持正常運作，首階段工程臨時措施包括：
To facilitate modification works for the upgrading of Hung Hom Station, temporary works arrangements will be implemented in phases from the third quarter of 2014. The arrangements for the first phase are as follows:

位於南面的部分車站大堂（介乎C2至C3出口的一邊大堂）會圍封作工地，此部分的商舖及升降機（包括位於升降機的麥當勞餐廰）會於2014年八月開始陸續關閉。
The Southern section of the station concourse (between Entrance C2 and C3) will be reserved as a works site. Shops and restaurants in this area, including McDonald's at mezzanine level, will be temporarily closed from August 2014.

- 工程期間避免在日常時間內進行，確保將來裝飾和使用特製的防火隔音板材，妥善圍封工地範圍，減少施工期間對乘客和業戶的影響。
- Some works will inevitably take place during daytime. To mitigate the nuisances to shops and passengers, the works site will be enclosed by soundproof materials.

由於改建工程亦會在現時直通車入境大堂旁進行，選用直通車抵港的乘客須經由車站外的臨時行人通道進到達紅磡站大堂。
As works will be carried out near the arrival hall for InterCity service, InterCity train passengers arriving in Hong Kong will have to go through a covered passage outside the station before they re-enter the station concourse.

由於大堂幕牆亦會改建，位於南面的車站大堂大面積部分會圍封，行人通道將會收窄。
To facilitate facade modification works, an area outside the southern section of the station concourse will be reserved as a works site, and the pedestrian footpath will be narrowed.

車站設施例如自動售票機、自動增值機、自動取票機、旅行服務站亦會因應工程進度遷移。
Some Ticket Issuing Machines, Add Value Machines, Automatic Ticket Machines and MTR Travel Kiosk will be relocated.

在車站進行大型改建工程，難免會對乘客造成不便，港鐵公司會致力實施各種緩解措施，盡量減低對乘客的影響，包括增派車站助理於工程期間在大堂內協助乘客，同時呼籲旅客留意有關車站職員的指示。
The MTR Corporation will take all necessary means to minimise any disturbance, and additional station assistants will be deployed to assist passengers during the works period. Commuters are reminded to take note of announcements by station staff.