沙田至中環線（沙中線）是香港境內跨越多區的策略性鐵路項目，項目包括兩部分，第一部分是把現有馬鞍山綫從大圍經東九龍連接西鐵綫，第二部分是把現有東鐵綫從紅磡延伸過海。沙中綫會連接多條現有鐵路綫，除了擴展現時鐵路服務範圍，更提供多個轉車站。乘客可以減省車程時間，享受更方便快捷的鐵路服務。

The Shatin to Central Link (SCL) is a strategic railway line that runs through multiple districts in Hong Kong. It comprises two sections. The first section will extend the existing Ma On Shan Line from Tai Wai to the West Rail Line through East Kowloon. The second section will bring East Rail Line across the harbour to Hong Kong Island. The SCL will strengthen the current railway networks by connecting several railway lines through a number of interchange stations. It will save travelling time and provide the community with faster and more convenient railway services.

特區政府於二零零八年三月底批准港鐵公司就沙中綫進一步展開規劃及設計工作。行政會議也通過以「服務經營權」模式讓港鐵公司進一步推展沙中綫項目，由政府出資興建沙中綫，並委託港鐵公司進行該鐵路的規劃和設計，而建議興建沙中綫列車停放處的前大磡村空置土地，其上蓋的物業發展權屬政府所有，由規畫署負責發展規劃。政府隨即在二零零八年五月底立法會申請撥款，以展開相關的規劃及設計工作，並與港鐵制定項目設計方案及工程時間表，在社區進行諮詢。

In March 2008, the Government approved the further planning and design of the SCL. The Executive Council decided to adopt a concession approach to enable the Corporation to proceed with the SCL project. The project will be funded by the Government, and the Corporation shall be entrusted with its design and construction. Whilst the development rights of the site of the former Tai Hom Village in Diamond Hill rest with the Government, the Planning Department is reviewing the zoning of the site. The Government sought funding approval for the project from the Legislative Council in May 2008. Meanwhile, consultation with the community has been taking place.
沙田至中環綫
Shatin to Central Link

主要資料
Facts

走線長度
Route Length
全長17公里
Total length of 17 km
- 大圍至紅磡段：11公里
Tai Wai to Hung Hom Section: 11 km
- 紅磡至金鐘段：6公里
Hung Hom to Admiralty Section: 6 km

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

車卡數目
Number of cars
東西走廊：8卡車
East West Corridor: 8 cars
南北走廊：9卡車
North South Corridor: 9 cars

時間表
Key Dates

展開初步設計及第一輪諮詢
Commencement of preliminary design and consultation
2008年
2008

土地勘探及測量工作
Ground investigation and survey works
經已展開
In progress

第二輪公眾諮詢
Public consultation
2009年第二季
2nd quarter of 2009

按鐵路條例刊憲*
Gazette under the Railways Ordinance *
2009年第三季
3rd quarter of 2009

展開詳細設計及招標
Commencement of detailed design and call for tender
2009/2010年
2009 / 2010

開始施工
Commencement of construction
2010年
2010

工程完成
Project completion:
- 大圍至紅磡段
Tai Wai to Hung Hom Section
2015年
2015
- 紅磡至金鐘段
Hung Hom to Admiralty Section
2019年
2019

東西走廊:
由馬鞍山綫、沙中綫(大圍至紅磡段)及西鐵綫組成
East West Corridor comprises Ma On Shan Line, Tai Wai to Hung Hom Section of SCL and West Rail Line.

南北走廊:
由東鐵綫及沙中綫(紅磡至金鐘段)組成
North South Corridor comprises East Rail Line and Hung Hom to Admiralty Section of SCL.

* 註: 刊憲安排有待當局批核
* Note: Scheme gazetted upon endorsement by the Government

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沙田至中環綫
Shatin to Central Link

貫通東西 連接南北
Connecting East and West, Linking North to South

沙中線落成後，來往九龍東、新界東和港島北的乘客，可大幅節省通勤時間。
Upon completion of the SCL, passengers travelling between East Kowloon, East New Territories and Hong Kong Island North will benefit from significant reductions in travelling time.

沙中線連接多條現有鐵路綫，形成策略性鐵路走廊，分別為「東西走廊」及「南北走廊」。
The SCL will form two strategic railway corridors, namely the “East West Corridor” and the “North South Corridor”.

大圍至紅磡段將於二零一五年竣工，紅磡至金鐘段則因建造工程須與灣仔發展計劃第二期及中環灣仔繞道的建造工程互相配合，將於二零一九年竣工。
The Tai Wai to Hung Hom Section will be completed in 2015 while the Hung Hom to Admiralty Section will be completed in 2019, owing to the complicated programme interface with the construction of the Wan Chai Development Phase II and the Central-Wan Chai Bypass.

六個轉綫站 路路皆暢通
Integrated Network with Convenient Interchange

沙中線和現時的鐵路系統間將會有完善的轉綫安排，包括六個轉綫站，為乘客提供更方便快捷的鐵路服務：
The SCL serves the purpose of linking up the railway lines through the provision of six interchange stations, providing a more convenient and faster interchange arrangement for passengers.

大圍站
Tai Wai Station

大圍站將成為新界區內東西走廊及南北走廊的轉綫站，乘客可在此站轉乘東鐵綫，而由新界北出發的乘客亦可在大圍站轉綫前往東九龍。
Tai Wai Station will become the interchange station in New Territories for the East West Corridor and the North South Corridor. Passengers riding on the Ma On Shan Line will be able to change here for the East Rail Line, and passengers from North New Territories will be able to change trains here directly heading to East Kowloon.

預計行車時間
Estimated Journey Time

<table>
<thead>
<tr>
<th>與及地鐵</th>
<th>路程</th>
<th>時間</th>
</tr>
</thead>
<tbody>
<tr>
<td>舊大圍至沙田</td>
<td>45 km</td>
<td>36 mins</td>
</tr>
<tr>
<td>來往大圍至鐘山</td>
<td>45 km</td>
<td>5 mins</td>
</tr>
<tr>
<td>來往大圍至葵涌</td>
<td>45 km</td>
<td>8 mins</td>
</tr>
<tr>
<td>來往大圍至何文田</td>
<td>45 km</td>
<td>13 mins</td>
</tr>
<tr>
<td>來往沙田至紅磡山</td>
<td>45 km</td>
<td>17 mins</td>
</tr>
<tr>
<td>來往紅磡山至銅鑼湾</td>
<td>45 km</td>
<td>5 mins</td>
</tr>
<tr>
<td>來往銅鑼灣至銅鑼灣</td>
<td>45 km</td>
<td>17 mins</td>
</tr>
<tr>
<td>來往銅鑼灣至銅鑼灣</td>
<td>45 km</td>
<td>50 mins</td>
</tr>
</tbody>
</table>

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MTR
沙田至中環綫
Shatin to Central Link

鑽石山站
Diamond Hill Station
作為日後觀塘綫及沙中綫的轉綫站，鑽石山站將成為東九龍的鐵路樞紐。沙中綫通車後，由馬鞍山出發的乘客，毋須於九龍塘站轉綫，便可經東西走廊直達鑽石山站，再轉乘觀塘綫到達東九龍；而觀塘綫的乘客亦可在鑽石山站轉乘沙中綫北行前往新界，或南行至紅磡站經南北走廊前往港島區。

As an interchange station between the SCL and the Kwun Tong Line, Diamond Hill Station will become the railway hub of East Kowloon. Passengers will be able to take trains on the East West Corridor and go from Ma On Shan directly to Diamond Hill without having to change lines at Kowloon Tong, and continue their journeys by interchanging to the Kwun Tong Line for East Kowloon. Passengers on the Kwun Tong Line will be able to change to the SCL northbound to the East New Territories, or southbound to Hung Hom and change there for trips across the harbour.

何文田站
Ho Man Tin Station
何文田站是未來觀塘綫延綫與沙中綫的轉綫站，乘客可乘搭東西走廊的列車由馬鞍山出發，經何文田站轉乘觀塘綫前往黃埔或九龍市中心；而由黃埔站出發的乘客，可於何文田站轉乘東西走廊的列車，前往新界區，或再於紅磡站轉乘南北走廊的列車直達港島區。

Ho Man Tin Station will be an interchange station between the future Kwun Tong Line Extension and the SCL. Passengers will be able to take trains on the East West Corridor from Ma On Shan via Ho Man Tin and change to Kwun Tong Line for Whampoa and the town centre of Kowloon. Passengers departing from Whampoa will be able to change to the East West Corridor at Ho Man Tin for a direct link to the New Territories, or further change trains on the North South Corridor at Hung Hom Station to Hong Kong Island.

沙中綫讓來往九龍東、新界東和港島區的乘客，可大幅節省交通時間。例如往觀塘至紅磡為例，現時經觀塘綫九龍塘站轉綫，需時27分鐘；將來經沙中綫鑽石山站轉綫，約需19分鐘。

The journey time between East Kowloon, East New Territories and Hong Kong Island will be significantly reduced. For example, travelling between Kwun Tong and Hung Hom with Interchange at Kowloon Tong takes 27 minutes while the future travelling time with Interchange to the SCL at Diamond Hill will take about 19 minutes.

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紅磡站
Hung Hom Station

Upon completion of the SCL project, Hung Hom Station will be transformed into an important railway hub for Hong Kong as an interchange station between the East West Corridor and North South Corridor, benefiting passengers to all destinations in Hong Kong. When the Hung Hom to Admiralty Section is completed, passengers from the boundary at Lo Wu or Lok Ma Chau will be able to take trains on North South Corridor to Hong Kong Island directly. Passengers on the West Rail Line and Ma On Shan Line may also change here for trains on the North South Corridor for destinations on Hong Kong Island.

金鐘站
Admiralty Station

When the South Island Line (East) and SCL are completed, Admiralty Station will become the railway hub for Hong Kong Island. Passengers on the Island Line, Tsuen Wan Line, South Island Line (East) and North South Corridor may change here for all destinations.
車站及主要設施
Stations and Major Facilities

1. 昇恆站及馬鞍山綫
   Hin Keng Station and Ma On Shan Line
從二零零八年的諮詢，特區政府確定顯徑區居民對鐵路運輸的需求，設置顯徑站將有助紓緩大圍站的擠塞情況，並方便市民前往使用顯徑區內的康樂設施。
Following the public consultation in 2008, the Government has confirmed that Hin Keng Station will be included in the gazettel of the SCL project. The provision of this station will relieve congestion at Tai Wai Station and provide convenient access to the recreational facilities in the vicinity.

東西走廊的列車服務班次頻密，在市區必須設置列車停放處供列車在晚上停泊，以配合早上繁忙時間的班次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前大磡村舊址。
Given the frequency of train service on the East West Corridor of the SCL, overnight train stabiling facilities are necessary in the urban area to optimize train scheduling, meet additional demand during morning peak hours, and enable regular cleaning and maintenance. The proposed site for the stabiling sidings is at the former site of the Tai Hom Village.

2. 鑽石山及列車停放處
   Diamond Hill Station and Stabling Sidings
鑽石山站將全面擴建，配合觀塘綫和東西走廊的轉綫安排，並方便區內居民往返新界及九龍各區。
The existing Diamond Hill Station will be expanded to accommodate interchange facilities between the Kwun Tong Line and the East West Corridor of the SCL, providing convenient access for local residents to destinations in the New Territories and Kowloon.
4. 土瓜灣及馬頭圍站
To Kwa Wan Station and Ma Tau Wai Station
土瓜灣區將設兩個車站，主要服務九龍城、土瓜灣和馬頭圍一帶社區。

Two stations will be provided in the To Kwa Wan area to serve the communities in Kowloon City, To Kwa Wan and Ma Tau Wai.

5. 何文田站
Ho Man Tin Station
何文田站是觀塘綫延線與沙中綫的轉綫站，建議設於前山谷道邨的現時空置土地地底，為何文田及紅磡舊區的居民提供便捷的鐵路服務。

Ho Man Tin Station will be an underground interchange station between the Kwun Tong Line Extension and the SCL. The station is proposed to be located at the vacant site of the former Valley Road Estate, bringing railway service to residents in Ho Man Tin and Hung Hom.

6. 紅磡站
Hung Hom Station
現時東鐵綫紅磡站將會擴建，配合沙中綫大圍至紅磡段及紅磡至金鐘段分別在二零一五及二零一九年竣工，為乘客提供便捷的轉乘安排。

The existing Hung Hom Station of the East Rail Line will be extended to provide convenient interchange arrangements for passengers. The modification works will be completed in two stages in 2015 and 2019 respectively in accordance with the construction programme of the Tai Wai to Hung Hom Section and the Hung Hom to Admiralty Section.
7. 第四條鐵路過海隧道
The Fourth Railway Harbour Crossing Tunnel
在興建沙中線紅磡至金鐘段的海底隧道期間，或會涉及臨時填海，而臨時填海必須滿足《保護海港條例》的要求方可進行。工程會與中環灣仔繞道工程協調和配合，港鐵公司亦會進行相關的公眾諮詢，務求減低工程對海港的影響。
Temporary reclamation might be required during the construction of the cross-harbour tunnel of the Hung Hom to Admiralty Section. The temporary reclamation will comply with the “Protection of the Harbour Ordinance”. The works will be carried out in close coordination with the Central-Wan Chai Bypass Project. The Corporation will conduct public consultation with a view to minimizing impact on the harbour.

8. 會展及金鐘站
Exhibition Station and Admiralty Station
沙中線於港島區設有會展站及金鐘站，位於灣仔北的會展站是沙中線及未來北港島線的轉線站，現時的金鐘站則會擴建，並納入南港島線（東段）項目一併興建，減少對公眾的影響。沙中線紅磡至金鐘段可延伸至將來的中環南站，實行時間表將視乎中環未來的土地規劃情況而定。
On Hong Kong Island, the SCL consists of Exhibition Station and Admiralty Station. Exhibition Station in Wan Chai North will be an interchange station for the future North Island Line and the North South Corridor. Expansion works at the existing Admiralty Station will be carried out under the South Island Line (East) project to minimize disturbance to the community. The Hung Hom to Admiralty Section of the SCL may be extended to the future Central South Station, whose implementation programme will be subject to the land use planning of Central district in the future.

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沙田至中環線
Shatin to Central Link

效益
Benefits

沙田線將把現有的鐵路網絡拓展至現時未有鐵路服務的地區。方便、直接的轉綫安排，令鐵路系統環環相扣，四通八達，提高社會和經濟效益。

The SCL will expand railway services to areas not yet served by railway. It will provide more convenient interchange points for respective lines, allowing more great value to the community through:

- 快捷、舒適及可靠的鐵路服務，節省交通時間
  Savings in traveling time generated by fast and reliable railway service
- 有效紓緩道路交通擠塞情況，改善環境質素
  Environmental benefits brought about by a reduction in road traffic congestion
- 促進舊區更新及發展
  Acting as a catalyst for redevelopment of older districts
- 旅遊發展及商業活動均可創造大量就業機會
  New employment opportunities from potential tourism and development
- 提升鐵路沿線物業的價值
  Increase in the value of properties along the railway corridor

環境及文物保育
Environment

港鐵公司將確保沙田線的設計、建造及營運，均符合所有相關環境保護條例的要求。

The Corporation will ensure the design, construction and operation of SCL will comply with all relevant statutory requirements on environmental protection.

此外，港鐵公司亦會採取各種可行的措施，減低工程對公眾及環境的影響。公司同時已委託獨立的環保顧問，詳細評估建造工程及鐵路營運對環境所帶來的潛在影響，並將提出相應的緩解措施。

Every possible measure will be taken to minimize the impact of the works on the public. Independent consultants have been appointed to carefully assess the possible impacts of the construction and operation of the new railway line on the environment and suggest mitigation measures.

沙田線沿線途徑的一些古舊建築，包括前大磡村空置土地上的三座古舊建築物，港鐵公司都會按文物專家所作的研究結果，包括考慮將這些建築物按照其歷史背景，在相關的地方重置，並於工程期間對古舊建築小心處理。

There are some historic buildings along the proposed alignment of the SCL, including three at the site of the former Tai Hom Village. Based on the results of the study conducted by heritage conservation professionals, the Corporation will consider relocating the three historic buildings to other areas in accordance with their historical backgrounds. Particular attention will be paid to ensure these structures will not be affected by the railway works.

港鐵公司會在建造新線期間，致力推行環境保護文物及自然保育工作，包括對樹木及維多利亞海港的保護。

In addition to environmental protection, the Corporation will strive to preserve the heritage and natural features, including old and valuable trees and the Victoria Harbour shorelines.

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工地、臨時施工設施
Works Areas and Temporary Construction Facilities

除車站及列車停放處等用地外，在沙中綫沿線附近亦將選用
區內部分休憩和公共設施設立工地，供放置所需機械及物料等。
鐵路建造工程中大量從地底掘出之泥石，會採用陸路最短途徑運往
沿海之轉運站，再經海路運往指定之卸泥區，以減低對區內外路面
交通的負荷。初步建議於九龍城海心公園附近的臨時停車場及啟德
的舊機場跑道興建兩個臨時轉運站。

In addition to the locations of stations and stabilising sidings, works areas
will be required at different locations for temporary storage of construction
plants and materials, preparation of construction plant and equipment.
Removal of excavated spoil by sea will be adopted as far as possible to
minimize any possible traffic impact. The initial proposal is to set up two
barging facilities at the temporary parking area near Hoi Sham Park and the
runway of the former Kai Tak Airport.

此外，亦建議在將軍澳137區及沙田水泉澳設立沙中綫項目的臨
時爆炸品儲存庫。港鐵公司會按有關法例，嚴格處理工程所需的
爆炸品。

Magazine sites are proposed to be set up at Tseung Kwan O Area 137 and
Shui Chuen O in Sha Tin. The Corporation will adhere to the stringent
statutory requirements in the handling and operation of explosives.

臨時交通措施
Temporary Traffic Management

工程期間多個地區將實施臨時交通改道措施，路面交通可能會因
而受到影響。港鐵公司會諮詢影響團體及人士，務求令工程對
社區的影響減至最低。

Temporary traffic diversions and other arrangements will be required at
different locations during the construction period. Prior consultation will
be conducted with concerned parties and every effort will be made to keep
adverse impacts to the minimum possible level.

公眾諮詢
Public Consultation

港鐵公司現正就沙中綫的走線及初步設計作進一步研究，並同時
展開公眾諮詢活動，包括公眾諮詢大會及巡迴展覽，收集公眾對
沙中綫的意見，以確保新鐵路能切合社會大眾的需要。

如欲查詢有關沙中綫的資料，歡迎瀏覽港鐵公司網頁及留意區內
的宣傳。

Further study on the SCL alignment and preliminary design has been
carried out. Public consultation will be conducted to collect views from
the community to ensure the new railway meet public needs. Roving
exhibitions and public forums are being organized to inform the public
and collect feedback. For more information, please refer to our corporate
website and the publicity materials in respective districts.

港鐵熱線
MTR Hotline 2881 8888

土地回收
Land Resumption

由於沙中綫的大部分走線將途經市區人口密集的已發展地區，土
地回收是無可避免的；在進行詳細設計時，會盡量減少徵收私人
土地。至於受影響的休憩和公共設施，在收集公眾意見後，會作
出相應的重置安排。

As the SCL runs across some developed areas, permanent land resumption is
inevitable. Private land resumption will be kept to the minimal level as far as
possible. For public utilities and facilities, re-provisioning will be organized
with prior public consultation.

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啟德站
Kai Tak Station

啟德站將設於啟德新發展區內。初步建議為兩層深的地下車站，上層是車站大堂，下層則是中央月台。

Kai Tak Station will be located within Kai Tak Development Area. The Corporation proposes a two-level underground station with the station concourse at the upper level and an island platform at the lower level.

建議設置的三個出入口，連接未來啟德新發展區內的基礎設施。通風井會因應車站位置而設於適當位置，外觀設計會與周邊環境。

The Corporation proposes three entrances to the Kai Tak Station. Ventilation shafts will be designed in accordance with the location of the station and their appearance will be integrated with the adjacent environment.

修訂的士瓜灣站
Revised To Kwa Wan Station

修訂的士瓜灣站將設於啟德新發展區的西北方，靠近世運道。初步建議該站為兩層深的地下車站，上層是車站大堂，下層則是中央月台。

The revised To Kwa Wan Station will be located in the north-western part of Kai Tak Development Area next to Olympic Avenue. The Corporation proposes a two-level underground station with a station concourse at the upper level and an island platform at the lower level.

建議設置四個出入口，其中一個出入口將設於世運道旁，連接擬建的行人隧道，方便太子道西及亞皆老街一帶的居民使用。另一個出入口將以行人通道接駁至北帝街，而其他出入口則設於啟德新發展區內，連接未來的商住大廈及多用途體育館等基礎設施。

The Corporation proposes four entrances to this station. One located next to Olympic Avenue, will be connected to the pedestrian subways leading to the areas of Prince Edward Road West and Argyle Street. Another entrance will be connect to Pak Tai Street. The other entrances will be located within Kai Tak Development Area to serve future infrastructure, such as the multi-purpose stadium complex.

車站的通風井會設於擬建的宋皇臺公園及啟德新發展區內，而外觀設計亦會與周邊環境融合。

Ventilation shafts will be located within the proposed Sung Wong Toi Park and the Kai Tak Development Area. Their appearance will be integrated with the adjacent environment.

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### Revised Ma Tau Wai Station

The revised Ma Tau Wai Station will be located underneath Ma Tau Wai Road between Ma Tau Wai Road/To Kwa Wan Road, Garden and To Kwa Wan Market and Government Offices. It is a three-level underground station with a station concourse at the upper level while one-sided platforms at the middle and lower levels.

Ma Tau Wai Station will have four entrances: Kiang Su Street, Lok Shan Road, Lok Shan Road Playground and Ma Tau Wai Road/To Kwa Wan Road Garden respectively. In order to facilitate the construction of entrances, part of Kiang Su Street will be closed permanently, while part of Lok Shan Road will be modified to become a one-way single-lane carriageway.

### Exhibition

<table>
<thead>
<tr>
<th>Date</th>
<th>6月17日 (星期三) 至 6月30日 (星期二) 17 Jun (Wed) to 30 Jun (Tue)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Venue</td>
<td>九龍觀景道128號 九龍城廣場低層地下 L/G, Kowloon City Plaza, 128 Carpenter Road, Kowloon</td>
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</tbody>
</table>

### Public Forum

<table>
<thead>
<tr>
<th>Date</th>
<th>6月27日 (星期六) 27 Jun (Sat)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time</td>
<td>下午二時十分至三時 1:30 pm - 3:00 pm</td>
</tr>
<tr>
<td>Venue</td>
<td>九龍觀景道128號 九龍城廣場低層地下 L/G, Kowloon City Plaza, 128 Carpenter Road, Kowloon</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>7月3日 (星期五) 3 Jul (Fri)</th>
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</thead>
<tbody>
<tr>
<td>Time</td>
<td>下午二時十分至三時 8:00 pm - 9:30 pm</td>
</tr>
<tr>
<td>Venue</td>
<td>九龍炮仗街39號 基督教香港信義會紅磡信義學校 ELCHK Hung Hom Lutheran Primary School 39 Pau Chung Street, Kowloon</td>
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</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>7月10日 (星期五) 10 Jul (Fri)</th>
</tr>
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<tbody>
<tr>
<td>Time</td>
<td>下午二時十分至三時 8:00 pm - 9:30 pm</td>
</tr>
<tr>
<td>Venue</td>
<td>九龍馬頭圍盛德街51號 聖母院書院 Notre Dame College 51 Shing Tak Street, Ma Tau Wai, Kowloon</td>
</tr>
</tbody>
</table>

港鐵熱線 MTR Hotline 2881 8888

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