跨區建設策略發展
Strategic Infrastructure Development for the Community

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，更提供多個轉綫站，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，而建議興建沙中線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，由規劃署負責發展規劃。政府隨即在二零零八年五月向立法會申請撥款，以展開相關的規劃及設計工作，並與港鐵制訂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.
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

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

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MTR
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，乘搭馬鞍山綫的乘客可以在此站轉乘東鐵綫，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.
Diamond Hill Station

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.

Ho Man Tin Station

Ho Man Tin Station is 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.

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.
紅磡站
Hung Hom Station

沙中線落成後，紅磡站將成為連接香港東西和南北鐵路網絡的一個重要樞紐站，屆時經東西走廊及南北走廊的乘客均可在紅磡站轉綫，便捷地來往港九新界。當紅磡至金鐘段落成後，乘客由羅湖或落馬洲出發，經南北走廊可直達金鐘，中途毋須轉綫；乘客由西鐵綫或馬鞍山綫的乘客可於紅磡站經南北走廊的列車前往港島區。

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

南港島綫（東段）及沙中綫落成後，金鐘站將成為港島區的鐵路樞紐站。屆時港島綫、荃灣綫、南港島綫（東段）與南北走廊的乘客，均可在金鐘站轉乘，來往港九新界各區。

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. 顯徑站及馬鞍山綫
Hin Keng Station and Ma On Shan Line
從二零零八年的諮詢，特區政府確定顯徑及馬鞍山線居民對鐵路運輸的需求，設置顯徑站將有助緩解大圍站的擁塞情況，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 gazetted 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及檢修。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 stabling 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 stabling 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.

3. 啟德站
Kai Tak Station
啟德新發展區內會設置一個車站，方便公眾使用新發展區、多用途體育館及其他設施。
A new station will serve the Kai Tak New Development Area, including the Multi-Purpose Stadium Complex and other facilities.
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綫與沙中綫的轉綫站，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，配合沙中線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.

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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綫的轉線站，現時的金鐘站則會擴建，並納入南港島綫（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.
Shatin to Central Link

Benefits

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:

- **Savings in traveling time generated by fast and reliable railway service**
- **Environmental benefits brought about by a reduction in road traffic congestion**
- **Acting as a catalyst for redevelopment of older districts**
- **New employment opportunities from potential tourism and development**
- **Increase in the value of properties along the railway corridor**

Environment

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

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.

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.

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.
工廂、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，在沙中線沿線附近亦需暫時徵用
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。
鐵路建造工程大從地底掘出之泥石，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 Ho Man Tin 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線項目的臨
時爆炸品儲存庫。港鐵公司會按相關法例，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。港鐵公司會諮詢受影響團體及人士，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線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
沙中線的意見，以確保新鐵路能切合社會大眾的需要。

如欲查詢有關沙中線的資料，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.

土地回收
Land Resumption

由於沙中線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, reprovisioning will be organized
with prior public consultation.

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**Tai Wai Station**

Tai Wai Station will be the interchange station between the East West Corridor and the North South Corridor in the New Territories.

After the Tai Wai to Hung Hom and the Hung Hom to Admiralty sections of SCL are finished in 2015 and 2019 respectively, passengers will enjoy greatly improved interchange arrangements at Tai Wai Station.

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**Hin Keng Station**

Hin Keng Station will be an elevated station which the Corporation proposes to build at the existing AFCD’s New Territories South Animal Management Centre, the Sha Tin Plant Quarantine Station and the south western side of the Hin Tin Playground.

The concourse of Hin Keng Station will be at ground level, while the two side platforms and tracks will be on the upper level. The Corporation proposes to put ventilation shafts on the two ends of the station.

The station has one main entrance with a at-grade concourse located at the centre of the station. The Corporation proposes to provide a passenger drop-off point in front of the main entrance.
馬鞍山綫的改善工程
Modification Works of Ma On Shan Line Stations

沙中綫的大圍至紅磡段在落成後，馬鞍山綫將會成為東西走廊的一部份。鑑於整段東西走廊日後會以八卡車廂的列車行駛，而現時馬鞍山綫的列車是由四卡車廂組成，故在沙中綫的大圍至紅磡段通車時，馬鞍山綫的列車亦會相應增至八卡。

When the Tai Wai to Hung Hom Section of the SCL is complete, the Ma On Shan Line will form part of the East West Corridor. The whole East West Corridor is designed for the operation of 8-car trains, while the Ma On Shan Line currently operates with a 4-car configuration, so trains running along Ma On Shan Line will be upgraded to 8-car configuration.

(2) 此外，建議延長烏溪沙站的高架軌道，以配合上述馬鞍山綫的列車運作改動；由於須在西沙路興建高架軌道的支柱，故在建築期間，西沙路須實施臨時交通管制措施。

The Corporation also proposes to extend the existing elevated tracks at Wu Kai Sha Station to tie in with the Ma On Shan Line upgrades. During the construction of columns for the elevated tracks, temporary traffic management schemes will be implemented at Sai Sha Road.

沙田段 地區諮詢
Shatin Section Public Consultation

巡遊展覽
Roving Exhibitions

<table>
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<th>日期 Date</th>
<th>6月27日(星期六)至 7月3日(星期五)</th>
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<td>27 Jun (Sat) to 3 Jul (Fri)</td>
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<td>地點 Venue</td>
<td>新界沙田車公廟道69號 顯徑商場一樓</td>
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公眾諮詢大會
Public Forum

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<td>時間 Time</td>
<td>晚上八時至九時三十分</td>
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<td>地點 Venue</td>
<td>新界沙田顯和里5號 顯徑鄰里社區中心</td>
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<td>Hin Keng Neighbourhood Community Centre</td>
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<td></td>
<td>No.5 Hin Wo Lane, Shatin, N.T.</td>
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港鐵熱線 MTR Hotline 2881 8888
港鐵網頁 Website www.mtr.com.hk