**Strategic Infrastructure Development for the Community**

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.

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, and the development rights of the site of the former Tai Hom Village in Diamond Hill rest with the Government. The Government sought funding approval for the project from the Legislative Council in May 2008. Meanwhile, consultation with the community has been taking place. Upon completion of the preliminary design and public consultation, the proposed railway scheme will be gazetted for commencing the statutory consultation process.
**主要資料**

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

<table>
<thead>
<tr>
<th>行車班次</th>
<th>Train Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>與現時港鐵列車服務班次相若</td>
<td>In line with the existing urban lines</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>車費</th>
<th>Fares</th>
</tr>
</thead>
<tbody>
<tr>
<td>與現有票價結構相同</td>
<td>In line with the existing MTR fare structure</td>
</tr>
</tbody>
</table>

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

**貫通東西 連接南北**

Connecting East and West, Linking North to South

沙中線落成後，往來九龍東、新界東和港島北的乘客，可大幅節省交通時間。

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線，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".

**預計行車時間**

Estimated Journey Time

<table>
<thead>
<tr>
<th>走線</th>
<th>路程</th>
<th>時間</th>
</tr>
</thead>
<tbody>
<tr>
<td>來往烏溪沙至金鐘（於大圍站轉線）</td>
<td>36 分鐘</td>
<td>Between Wu Kai Sha and Admiralty (Interchange at Tai Wai)</td>
</tr>
<tr>
<td>來往大圍至鑽石山</td>
<td>5 分鐘</td>
<td>Between Tai Wai and Diamond Hill</td>
</tr>
<tr>
<td>來往大圍至啟德</td>
<td>8 分鐘</td>
<td>Between Tai Wai and Kai Tak</td>
</tr>
<tr>
<td>來往大圍至何文田</td>
<td>13 分鐘</td>
<td>Between Tai Wai and Ho Man Tin</td>
</tr>
<tr>
<td>來往土瓜灣至油塘（於鑽石山站轉線）</td>
<td>17 分鐘</td>
<td>Between To Kwa Wan and Yau Tong (Interchange at Diamond Hill)</td>
</tr>
<tr>
<td>來往紅磡至金鐘</td>
<td>5 分鐘</td>
<td>Between Hung Hom and Admiralty</td>
</tr>
<tr>
<td>來往大圍至金鐘</td>
<td>17 分鐘</td>
<td>Between Tai Wai and Admiralty</td>
</tr>
<tr>
<td>來往羅湖至金鐘</td>
<td>50 分鐘</td>
<td>Between Lo Wu and Admiralty</td>
</tr>
</tbody>
</table>

**東西走廊：**

由馬鞍山線、沙中線（大圍至紅磡段）及西鐵線組成

*East West Corridor* comprises Ma On Shan Line, Tai Wai to Hung Hom Section of SCL and West Rail Line.

**南北走廊：**

由東鐵線及沙中線（紅磡至金鐘段）組成

*North South Corridor* comprises East Rail Line and Hung Hom to Admiralty Section of SCL.
六個轉綫站 路路皆暢通
Integrated Network with Convenient Interchange

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。

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. Passenger 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.

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.

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。以往往觀塘至紅磡為例，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.
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；而經黃埔站出發的乘客，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。

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.

紅磡站
Hung Hom Station
沙中綫落成後，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；乘搭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。

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.

心繫生活每一程
www.mtr.com.hk
**会展站**
**Exhibition Station**

位於灣仔北的会展站將會是未來北港島綫與南北走廊的轉綫站，乘客由新界區或東九龍出發，將可在会展站轉乘北港島綫前往港島區。

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

**金鐘站**
**Admiralty Station**

南港島綫(東段)及沙中綫落成後，金鐘站將會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.

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**心繫生活每一程**

www.mtr.com.hk
1. Hin Keng Station and Ma On Shan Line

Following the public consultation in 2008, the Government has confirmed that Hin Keng Station will be included in the gazettal 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.

2. Diamond Hill Station and Stabling Sidings

The existing Diamond Hill Station will be expanded to accommodate interchange facilities between the Kwan Tong Line and the East West Corridor of the SCL, providing convenient access for local residents to destinations in the New Territories and Kowloon.

列車停放處是營運沙中線不可缺少的設施，其主要功能是配合早
上繁忙時間的發車班次。停放處除了讓列車在非行車時間作停泊之
用，亦會用作進行例行檢查和清潔工作，但停放處將不會作列
車大型維修之用。初步建議鑽石山列車停放處採用半沉降形式，
設置於鑽石山前大磡村舊址。

Stabling sidings is an indispensable facility for the operation of SCL. Its major function is to accommodate trains for deployment to meet the demand during morning peak hours. Apart from accommodating trains in non-operational hours, the stabling sidings is also needed for regular cleaning and maintenance, but not for major repairing work. It is proposed to build the stabling sidings with semi-depressed option in the site of the former Tai Hom Village.

3. Kai Tak Station

A new station will serve the Kai Tak New Development Area, including the Multi-Purpose Stadium Complex and other facilities.

在沙中線施工期間，馬鞍山線沿線各車站亦會進行相關的改善
工程，以配合八卡車廂的列車行駛。

All the existing stations on the Ma On Shan Line will be modified during the construction of the SCL to accommodate the operation of 8-car trains.

所有線上的車站會於車站及主要設施

Shatin to Central Link

Stations and Major Facilities

心繫生活每一程

www.mtr.com.hk
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

沙中綫將會分兩階段落成通車。在兩個階段中，紅磡站均為主要轉綫站，須擴建現有車站設施作配合。

The SCL will be commissioned to service in two phases with Hung Hom Station as the interchange station in both phases. The existing Hung Hom Station will be modified to accommodate for the Interchange arrangement.
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。工程會與中環濱海道工程協調和配合，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.
沙田至中環線
Shatin to Central Link

**效益**
**Benefits**

沙田至中環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、直接的轉線安排，令鐵路系統環環相扣，四通八達，提高了社會和經濟效益。

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、舒適可靠的鐵路服務，節省交通時間
  Savings in travelling time generated by fast and reliable railway service

- 有效緩解道路交通塞情況，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至中環的設計、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，港鐵公司亦將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.

沙田至中環線途經的一些古蹟建築，港鐵公司都會按文物專家所作的研究結果，在工程期間小心處理這些建築。

There are some historic buildings along the proposed alignment of the SCL. Based on the results of the study conducted by heritage conservation professionals, the Corporation will pay particular attention to ensure these structures will not be affected by the railway works.

港鐵公司亦會在建造新線期間，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.
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須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。初步建議於啟德的舊機場跑道興建臨時轉運站。

In addition to the land requirements for stations and stabling 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 land traffic impact. The initial proposal is to set up a barging facility at 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.

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，土地回收是不可避免的；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 as far as possible. For public utilities and facilities, re-provisioning will be organized with prior public consultation.

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 have 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
港鐵網頁 Website www.mtr.com.hk

心繫生活每一程
www.mtr.com.hk
Diamond Hill Station will be the interchange station between SCL and the existing Kwun Tong Line.

Diamond Hill Station will become a transfer station between the new and existing lines. Initial design studies suggest building an extension to the south of the existing station, which is south of Lung Cheung Road. This would maximize the capacity of temporary traffic arrangements, construction risks and nuisance to the community, and shorten the construction period. The proposed Diamond Hill Station Extension will have an island platform and two tracks for southbound and northbound of SCL. There are spacious pedestrian links between the existing Diamond Hill Station and the Extension.

Stabling sidings is an indispensable facility for the operation of SCL. Its major function is to accommodate trains for deployment to meet the demand during morning peak hours. Apart from accommodating trains in non-operational hours, the stabling sidings are also needed for regular cleaning and maintenance, but not for major repairs. It is proposed to build the stabling sidings with semi-depressed option in the site of the former Tai Hom Village.
前大磡村空置土地的發展及文物建築
Vacant Site Development And Historic Structures
In Former Tai Hom Village

前大磡村的空置土地已劃為「綜合發展區」地帶，該土地預算作為
綜合發展之用，當中包括公營房屋、商業設施、學校及其他政府、
機構或社區設施。擬建的鑽石山列車停放處只佔用前大磡村的地面及
地下部分。該處的上蓋發展並非沙中線的工程範圍，仍有待政府作出
規劃。港鐵公司將會配合政府的上蓋發展方案而設計列車停放處。

The vacant site in former Tai Hom Village has already been designated as a
Comprehensive Development Area which includes public housing, commercial
facilities, schools and other government institution and community facilities.
The proposed Diamond Hill Stabling Sidings will only take up the ground
surface and below ground of the vacant site in former Tai Hom Village; its
topside development is not part of the SCL project and is pending further
planning by the Government.

建造列車停放處期間，須把三座位於前大磡村空置土地上的文物
建築臨時拆卸及遷離。考慮到市民對三座建築物的感情，並顧及
建築物的穩固程度，港鐵公司已詢請有關方面的文物專家作出深
入研究，並會在配合列車停放處設計的前提下，盡辦法提出將這
三座文物建築在前大磡村範圍內重置的建議。由於重置方案須與
前大磡村空置土地發展相配合，港鐵公司將待政府訂出規劃藍圖
後，制訂具體的重置方案作進一步諮詢。港鐵公司對重置方案持
開放態度，並會收集市民對重置地點的意見。

Three historic structures in the former Tai Hom Village will need to be temporarily
dismantled and relocated during the construction of the stabling sidings. In view of
public sentiment towards the three structures and their structural stability, the
Corporation has appointed heritage conservation professionals to study the
possibility of restoring these historic structures within the site of the former Tai
Hom Village, while accommodating the design of the stabling sidings. In order to
accommodate with the development of the site, the Corporation will produce a
proposal for further consultation once Government has completed the development
blueprint. The Corporation is open to preserving the historic structures and will
collect views from the public on the issue.

黃大仙段 地區諮詢
Wong Tai Sin Section Public Consultation

巡迴展覽
Roving Exhibitions

| 日期 Date  | 2009年12月2日 (星期三) 至5日 (星期六)  |
| 2 Dec 2009 (Wed) to 5 Dec 2009 (Sat) |
| 地點 Venue  | 港鐵鑽石山站 (近C出口) |
| MTR Diamond Hill Station (Near Entrance C) |

| 日期 Date  | 2009年12月13日 (星期日) 至17日 (星期四)  |
| 13 Dec 2009 (Sun) to 17 Dec 2009 (Thurs) |
| 地點 Venue  | 九龍鑽石山龍蟠街3號 荷里活廣場3樓 |
| Level 3, Plaza Hollywood, 3 Lung Poon Street |
| Diamond Hill, Kowloon |

| 日期 Date  | 2009年12月18日 (星期五) 至24日 (星期四)  |
| 18 Dec 2009 (Fri) to 24 Dec 2009 (Thurs) |
| 地點 Venue  | 九龍黃大仙正德街103號 黃大仙中心地庫 |
| Basement, Wong Tai Sin Shopping Centre |
| 103 Ching Tak Street, Wong Tai Sin, Kowloon |

公眾諮詢大會
Public Forum

| 日期 Date  | 2009年12月16日 (星期三)  |
| 16 Dec 2009 (Wed) |
| 時間 Time  | 晚上八時至九時三十  |
| 8:00 pm - 9:30 pm |
| 地點 Venue  | 九龍鑽石山鳳德村 |
| 禮賢會恩慈學校禮堂 |
| Hall, Rhenish Church Grace School |
| Fung Tak Estate, Diamond Hill, Kowloon |

| 日期 Date  | 2009年12月17日 (星期四)  |
| 17 Dec 2009 (Thurs) |
| 時間 Time  | 晚上八時至九時三十  |
| 8:00 pm - 9:30 pm |
| 地點 Venue  | 九龍黃大仙竹園邨地下 |
| 竹園社區中心禮堂 |
| Hall, Chuk Yuen Estate Community Centre |
| Chuk Yuen Estate, Wong Tai Sin, Kowloon |

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