沙田至中環線 (沙中綫) 為一條策略性鐵路，目的是增強沙田至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。

沙中綫全長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」由現有馬鞍山綫及大圍站向紅磡延申，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連接至港島金鐘站。

沙中綫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月獲行政會議批准方案，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, Kwun Tong 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.
沙中線 策略性鐵路

沙中線落成後，將現有鐵路網絡連接起來，形成兩條策略性鐵路走廊，分別為『東西走廊』及『南北走廊』，使鐵路系統更為環環相扣，四通八達。

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.

沙中線全線共有10個車站，其中6個更是轉換站，為乘客提供不同鐵路線的選擇，配合各善的轉換安排，使鐵路變得更方便快捷，令乘客可輕鬆地來往香港九龍及新界。

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.

預計行車時間  Estimated Journey Time

6 分鐘

來往大圍至鑽石山
Between Tai Wai and Diamond Hill

13 分鐘

來往大圍至何文田
Between Tai Wai and Ho Man Tin

17 分鐘

來往大圍至金鐘
Between Tai Wai and Admiralty

36 分鐘

來往烏溪沙至金鍾 (於大圍站轉線)
Between Wu Kai Sha and Admiralty (Interchange at Tai Wai Station)

50 分鐘

來往羅湖至金鐘
Between Lo Wu and Admiralty

馬鞍山纜車月台改善工程 Platform Modification Works for Ma On Shan Line Stations

為配合興建梳士巴利道以南車廂的列車行駛，馬鞍山纜車站進行月台改善工程，工程於2012年12月開始，預計在2017年完成。

為確保馬鞍山纜車站運作，部分主要工程須安排在非行車時間內進行。

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.

延長月台及頂蓋
Extension of station platforms and roofs

增建自動月台開門
Retrofitting of automatic platform gates

增建纜機設施
Enhancement of electrical and mechanical facilities

烏溪沙站延長高架橋至鐵頭
Extension of over-rail viaduct at Wu Kai Sha Station

大圍站及翠安花園附近
Retrofitting of noise enclosure at Tai Wai Station and viaduct near Fok On Garden
石門站 Shek Mun Station

工程進度 Progress Updates

- 加長車站月台及頂蓋 Platform and roof extension

  伸長部分的月台已完成安裝，稍後將會安裝頂蓋。
  The extended platform slabs have been constructed, and the roof will soon be extended.

- 加裝自動車站閘門及設備室 Automatic Platform Gates (APGs) & APG Room

  目前正在進行自動車站閘門的前期工程，包括設備及構築設施。預計廣通線沿線車站的自動車站閘門會於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 completion of APG installations along the Ma On Shan Line is expected in 2017.

- 石門公園重置工程 Reprovisioning of recreational facilities at Shek Mun Playground

  石門公園現正進行樹木種植及相關景觀工程。整個工程預計於2014年第二季完成。
  Landscaping and drainage works are being carried out at Shek Mun Playground. The reprovisioning works are expected to be completed in the 2nd quarter of 2014.

處理措施 Mitigation Measures

- 工地範圍內在施工期間架設隔板
  Hoardings are to be erected at works site

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

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

臨時交通管理措施 Temporary Traffic Management Scheme

若需工程進度：部分範圍將由2013年第二季至2014年第二季須臨時改變，以配合相關月台改善工程。承建商會於受影響車站設置告示牌，並豎立指示牌以指示行人及駕駛人士。

To facilitate the platform modification works at Shek Mun Station, a temporary traffic management scheme has been implemented on On Muk Street since the 2nd quarter of 2013 and will be in place until the 2nd quarter of 2014. The works site is fenced off with appropriate road signs to guide pedestrians and motorists during the construction period.

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，請瀏覽港鐵中綫網頁：

www.mtr-shatincentrallink.hk