簡介 Introduction

沙田至中環線 (沙中線) 為一條策略性鐵路，目的是增強沙田往九龍以及過海鐵路的載客量，疏導乘客，紓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」由現有馬鞍山鐵路大圍站向九龍東延伸，於紅磡站連接現時的西鐵線；「紅磡至金鐘段」則將現有東鐵線經第四條過海鐵路隧道接駁至港島金鐘站。

沙中線有助分流鐵路網的乘客，紓緩現時東鐵線、觀塘綫及荃灣綫的繁忙情況，為乘客提供不同的路線選擇，使用更方便快捷的鐵路服務。

項目已於2012年5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, Kowloon 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.

主要資料 Key Information

- 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

- 車站 Stations
  大圍*, 大圍西, 鐵石山*, 聖德, 土瓜灣, 馬頭圍, 彭文田*, 東鐵, 馬頭圍, 香港, 太平, 香港*, 佐敦, 佐敦*, 青陽, 金鐘*
  Tai Wai*, Hin Keng, Diamond Hill*, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin*, Hung Hom*, Exhibition* and Admiralty*

- 車卡數目 Number of Cars
  東西走向: 8卡車 East West Corridor: 8-car trains
  南北走向: 9卡車 North South Corridor: 9-car trains

- 票價 Fare
  與現有港鐵車票結構相同 In line with existing MTR fare structure

- 行車密度 Train Frequency
  與現有港鐵列車密度相若 In line with existing MTR service

時間表 Programme

- 展開建造工程 Commencement of construction
  2012年6月 Jun 2012

- 大圍至紅磡段落成 Completion of “Tai Wai to Hung Hom Section”
  2018年 2018

- 紅磡至金鐘段落成 Completion of “Hung Hom to Admiralty Section”
  2020年 2020

心繫生活每一程
www.mtr.com.hk
Strategic Railway

- Sha Tin to Central Link (SCL) will connect two existing railway lines to form two strategic railway corridors, the "East West Corridor" and the "North South Corridor". It will enhance 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 among Hong Kong Island, Kowloon and the New Territories.

---

**Estimated Journey Time**

<table>
<thead>
<tr>
<th>Trip Time</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 Min</td>
<td>Between Tai Wai and Diamond Hill</td>
</tr>
<tr>
<td>13 Min</td>
<td>Between Tai Wai and Ho Man Tin</td>
</tr>
<tr>
<td>17 Min</td>
<td>Between Tai Wai and Admiralty</td>
</tr>
<tr>
<td>36 Min</td>
<td>Between Wu Kai Sha and Admiralty (Interchange at Tai Wai Station)</td>
</tr>
<tr>
<td>50 Min</td>
<td>Between Lo Wu and Admiralty</td>
</tr>
</tbody>
</table>

---

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 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.
**Platform Modification Works for Ma On Shan Line Stations**

**Sha Tin Wai Station**

**Progress Updates**

- **Platform and roof extension**
  - The extended platform slabs have been constructed, and roof extensions will soon be carried out. Lifting operations are being carried out during non-operational hours to avoid disruption to the daily train services, and temporary traffic arrangements are implemented to facilitate the night-time construction.

**Mitigation Measures**

- **Hoardings are to be erected at worksite**
- **Minimise number of equipment**
- **Minimise night-time works as much as possible unless operation safety is affected**

**Temporary Traffic Management Scheme**

To facilitate lifting works at Sha Tin Wai Station, a temporary traffic management scheme has been implemented in phases since October 2013 and will be in place until the 2nd quarter of 2014 on Yat Tai Street between the hours 11:45pm and 5:00am (about 10 nights). The works site is fenced off with appropriate road signs to guide pedestrians and motorists during the construction period.

**Contact Information**

**MTR Projects Hotline**

2993 3333

For more details of the SCL project or MOL stations platform modification works, please visit the SCL website at www.mtr-shatincentrallink.hk