**Introduction**

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 line 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.

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**Main Information**

**Route Length**
- Total length of 17 km
- Tai Wai to Hung Hom Section: 11 km
- Admiralty to Kowloon Section: 6 km

**Stations**
- Tai Wai, Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin, Hung Hom, Exhibition, and Admiralty

**Number of Cars**
- East West Corridor: 8-car trains
- North South Corridor: 9-car trains

**Fare**
- In line with existing MTR fare structure

**Train Frequency**
- In line with existing MTR service

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**Programme**

**Commencement of Construction**
- June 2012

**Tai Wai to Hung Hom Section**
- 2018

**Hung Hom to Admiralty Section**
- 2020
# Strategic Railway

- 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.

- 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>Station</th>
<th>Estimated Time (Min)</th>
<th>Journey Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tai Wai</td>
<td>6</td>
<td>Between Tai Wai and Diamond Hill</td>
</tr>
<tr>
<td>何文田</td>
<td>13</td>
<td>Between Tai Wai and Ho Man Tin</td>
</tr>
<tr>
<td>金鐘</td>
<td>17</td>
<td>Between Tai Wai and Admiralty</td>
</tr>
<tr>
<td>高士士至金鐘</td>
<td>36</td>
<td>Between Wu Kai Sha and Admiralty (Interchange at Tai Wai Station)</td>
</tr>
<tr>
<td>黃竹坑至金鐘</td>
<td>50</td>
<td>Between Lo Wu and Admiralty</td>
</tr>
</tbody>
</table>

Upon completion, passengers from the Ma On Shan Line or East Rail Line can go directly to East and West Kowloon and New Territories West via Tai Wai Station, without having to interchange at Kowloon Tong Station.

## Platform Modification Works for Ma On Shan Line Stations

- Extension of station platforms and roofs
- Retrofitting of automatic platform gates
- Enhancement of electrical and mechanical facilities
- Extension of over-run viaduct at Wu Kai Sha Station
- Retrofitting of noise enclosure at Tai Wai Station and viaduct near Fok On Garden

馬鞍山綫車站月台改善工程

為配合將來鐵路東西走廊以8卡列車的列車行駛，馬鞍山綫車站進行月台改善工程。工程於2012年12月展開，預計於2017年完成。為免影響馬鞍山綫列車服務，部分主要工程須安排在非行車時間內進行。
大圍站 Tai Wai Station

大圍站日後將成為「東西走廊」及「南北走廊」其中一環的轉換站。馬鞍山線的乘客可在該站轉乘「南北走廊」前往新界北或屯門區，而從新界北出發的乘客日後可在大圍站轉乘「東西走廊」前往東九龍。

Tai Wai Station will be one of the interchange stations for the "East West Corridor" and the "North South Corridor" of the SCL. Commuters from the Ma On Shan Line can transit here for the "North South Corridor" heading to the North New Territories or Hong Kong Island, while passengers from the New Territories heading to East Kowloon can transit here for the "East West Corridor".

工程進度 Progress Updates

- 加設自動月台開門及設備室 Automatic Platform Gates (APGs) & APG Room

  月台設置之自動月台開門的前期工程，包括試孔及加設設備室。預計馬鞍山線各車站的自動月台開門設備於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 Ma On Shan Line is expected in 2017.

- 緩解措施 Mitigation Measures

  - 看板為期設置 Hoardings are to be erected at works site
  - 導致減少工程機器數量 Minimise number of equipment
  - 導致減少夜間工程 Minimise night time works as much as possible unless operation safety is affected
  - 采用臨時隔音設施 Adopt noise reduction measures
  - 使用低噪音的機動設備 Use quiet plant
顯徑站 Hin Keng Station

顯徑站工程於2013年7月動工，新車站以高架設計，位於現時西鐵自然護理署
新界南動物管理中心，沙田植物園及顯徑車站廣場東南面。新顯徑車站
將為顯徑邨及附近一帶的居民提供方便、快捷及可靠的鐵路服務，同時亦為乘客提供多
一條鐵路線來往新界及東九龍，有助舒緩現時新鐵路大圍站至九龍塘站一段鐵路的擁
塞情況。

Construction of Hin Keng Station of the Shatin/Central Line, which started in July
2013, is elevated and located at the existing Agriculture Fisheries and Conservation
Department’s New Territories South Animal Management Centre, Shatin Plant
Quarantine Station and the Southwest part of Hin Tin Playground. The new rail link will
provide a reliable, fast and convenient service to residents in the Hin Keng area, and
it will also offer an alternative route between the New Territories and East Kowloon,
thus relieving congestion at Tai Wai and Kowloon Tong Stations of the East Rail Line.

工程進度 Progress Updates

顯田遊樂場 Hin Tin Playground

顯田遊樂場部分範圍已經完成清拆作準備工程，將會於未來施工
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To facilitate the construction of Hin Keng Station, part of the Hin Tin Playground has been temporarily closed as a works area, while part of the closed area will be
permanently occupied as the future Hin Keng Station. Hoarding erection and site clearance are underway in Hin Tin Playground, and related track works are also being
carried out during non traffic hours.

In response to the community’s concern about the recreational facilities in the playground, the Corporation has worked closely with the Leisure and Cultural Service Department on the
reprovisioning of the affected facilities. A temporary jogging path and some park benches have
been reprovisioned next to the football field to reduce the construction impact to the community.
A tunnel will be constructed to connect Diamond Hill Station and the future Hin Keng Station. Relevant pipe pilings works and curtain grouting of the approach tunnel are about to be completed, followed by shaft excavation to be carried out in the 4th quarter of 2013.

Preparation works, such as hoardings erection and site formation are in progress to facilitate the construction of the elevated and at-grade structure in Hin Keng Estate. A temporary site access road and a working platform will be set up for building the railway track and structures.

From the 1st quarter of 2014 to the year 2018, the roundabout at the junction of Che Kung Miu Road and Keng Hau Road will be temporarily relocated next to Hin Keng Bus Terminus in order to carry out the construction of the elevated track. The proposed temporary traffic management scheme will be submitted to relevant government departments, including Highways Department, Transport Department and The Police for approval before implementation.