

香港九龍 奧運 機場鐵路 荔景 青衣東涌 機場

前言

機場鐵路為中英政府諒解備忘錄訂明的十大機場核心工程計劃之一。

香港政府於一九八九年十月宣布擬在大嶼山北對開海面的赤鱗角興建香港的新機場後，本公司即與政府合作，就興建一條連接的鐵路進行研究。

地鐵公司在香港建造地鐵有驕人的紀錄和聲譽，數條地鐵車綫均在預算時間和費用內完成。基於上述原因，香港政府挑選了地鐵公司建造、融資和經營機場鐵路。

機場鐵路的建造成本為三百五十一億港元，包括資本化利息在內，將會由政府注資及借貸所支付。

這條鐵路預計可於一九九八年中全綫投入服務。

工程計劃簡介

機場鐵路將赤鱗角新機場、大嶼山與九龍及香港島互連接起來。新鐵路將提供兩項不同服務：連接機場的快速服務，名為機場快綫；將中環連接西九龍、青衣及東涌的地區性集體運輸服務，名為東涌綫。兩項服務大部分會使用相同路軌，但不同月台。

鐵路全長三十四公里，其中八公里建於隧道內，六公里架



空建造，二十公里則建於地面。

兩項服務列車的最高時速均為一百三十五公里。相對現時地鐵系統為八十公里。

機場鐵路車站的設計有別於現時地鐵車站的設計。現時地鐵系統是深入地底之下，至於機場鐵路的中站則不會深入地底，而且採用廣闊的平面規劃。車站運用了明晰的建築法則，將光綫、空間深度結合最時代感的材料，為未來的乘客營造出一個愉悅、令乘客樂於使用的環境。

為做到這點，車站內部廣泛應用了以冷灰色和淡白色調了的建材如玻璃、石材及金屬材料等。

機場快綫

機場快綫的車站設於香港、九龍、青衣及赤鱗角的新機場。

這將會是世界上首條特別為服務機場而建。至於主要

車站設有市區內預辦登機手續設施的鐵路；同時亦結合了列車、機場車站、市中心鐵路車站及轉車站等設施，令乘客信感方便舒適。



香港及九龍站將會提供市區內預辦登機手續設施，令機場快綫的乘客可以預先將行李寄倉，以便運抵最終目的地，以及比以前提早獲分配機位和獲發登機證。

列車經過特別設計，為所有乘客提供商務式座位，並有空間擺放行李。車上裝有數碼式聲音乘客廣播系統及航機資料顯示。此外，亦會裝有列車在路線上的位置顯示圖。

車務資料		東涌綫
機場快綫		
乘客量	一九九九年全面投入服務後，預計於繁忙的一日內，乘客數字約為39,000人次，至二零一一年，預計會上升至75,000人次。	一九九九年投入服務後，預計每一周日接載的乘客為266,000人次，其中147,000人次來自現時地鐵車綫，119,000人次是新增的乘客。至二零一一年，預計周日平均乘客數字會上升至491,000人次，其中281,000人次為新增增加的乘客。
列車載客量	每卡車有64個座位。列車最初為6卡車連同一行李卡，最終會增至10卡車。	與現時的地鐵系統一樣，即每卡車載312人。這條車綫的設計是使用8卡車，但初期會先用了7卡車。
車費	往機場的單程車費，以一九九零年的價格計算，估計如下： 由：中環 \$50 九龍 \$40 青衣 \$20 本公司將會為機場快綫製訂一套特別的票務系統。這個系統可同時與其他地鐵車綫的票務系統配合使用。	車費結構會按路程而定，並會與現時地鐵系統所採用的一致。以一九九零年的價格計算，由中環至東涌，車費約為\$11。票務系統將會與現時地鐵系統的配合。
服務時間	機場快綫及東涌綫的行走時間會與現時的地鐵系統一樣，即由早上六時至翌日凌晨一時。	
初期列車班次	每8分鐘一班	往青衣：每4分鐘一班； 往東涌：每8分鐘一班
最終列車班次	每4 1/2分鐘一班	中環與青衣之間：每2 1/4分鐘一班； 往大嶼山：每4 1/2分鐘一班。
車程	由中環至機場：23分鐘	由中環至東涌：23分鐘

東涌綫

東涌綫將會由香港、九龍、中環、荔景、青衣和東涌等六個車站。

該綫和現時地鐵荃灣綫將會以荔景為轉車站。

屆時，由荔景到中環，將由經現時荃灣綫的二十三分鐘，

減至經新綫的八分鐘。

新綫通車後，將會舒緩地鐵彌敦道路所急需解決的擠塞情況。估計該路段的乘客會有百分之二十五轉乘新車綫。

乘搭東涌綫列車往返荃青及荃灣區的時間可大為縮減，

對往返青衣的乘客而言，改善情況尤為顯著。



物業發展

機場沿綫將會有五個物業發展計劃，分別於香港、九龍、奧運、青衣及東涌站。

五個物業發展的總面

積約有六十二公頃。擬發展的物業同時包括住宅及商業用途。



查詢

如對工程有進一步查詢，歡迎致電工程計劃熱線，星期一至星期五上午八時三十分至下午六時及星期六上午八時三十分至下午一時，將有專人解答查詢，辦公時間以後，電話錄音系統將會查詢記錄在案。

工程計劃熱線：2993 3333

Hong Kong Kowloon OLYMPIC Airport Railway Lai King TSING YI Tung Chung AIRPORT

Introduction

The Airport Railway is one of the 10 Airport Core Programme Projects which were specified in the Memorandum of Understanding between the People's Republic of China and the United Kingdom.

Following the Hong Kong Government's announcement in October 1989 of its intention to build Hong Kong's replacement airport at Chek Lap Kok off the north shore of Lantau Island, joint studies for a railway link were undertaken by the Corporation and the Government.

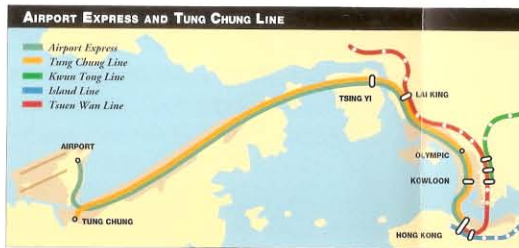
The expertise and reputation in building the MTR in Hong Kong on time and within budget led the Government to select the MTR Corporation to construct, finance and operate the Airport Railway.

The construction cost of the project is HK\$35.1 billion including capitalized interest, which will be financed by equity by the government and debt.

The railway is expected to be fully operational in mid 1998.

General Description

The Airport Railway will operate to link Hong Kong's new airport at Chek Lap Kok and Lantau Island, with Kowloon and Hong Kong Island. The railway will provide two separate services: a fast passenger link to the airport, called the Airport Express, and a domestic service called the Tung Chung Line linking Central with west Kowloon, Tsing Yi and Tung Chung. The two services will operate mainly on common tracks but with different platforms.



The Airport Railway will run for 8km in tunnel, 6km on elevated structures and 20km at ground level, totalling 34km in length.

Both services will have maximum operating speeds up to 135 kilometres per hour, compared to 80 kilometres per hour on the existing system.

Design of the Airport Railway stations are quite different from that of the existing MTR stations. While the existing MTR system goes deep into the ground, the Airport Railway stations will be of horizontal layout and are architectural distinctive combining light, airy spaces with the most modern materials to create a pleasing, user-friendly environment for passengers of the future. This is achieved by the extensive use of glass, stone and metal in cool shades of grey and off-white within the stations.

Airport Express

The Airport Express will have stations at Hong Kong, Kowloon, Tsing Yi and the passenger terminal building at Chek Lap Kok airport.

It will be the world's first purpose-built railway serving an airport with In-town Check-in facilities at the main stations, and with integrated design for the rolling stock, terminals and interchanges which will maximize passengers' convenience and comfort. In-town Check-in facilities will be available at Hong Kong and Kowloon



Stations as an additional service which enables the passengers to check in their baggage to the ultimate airport destination, and receive seat allocation and boarding pass at an earlier time than would otherwise be possible.

Trains will be specially designed with business-class seats for all the passengers and space provided for baggage. Digital voice passenger announcement system and flight information display system will be installed. An active line diagram programme will also be introduced which indicates the movement of the train along the route.

OPERATIONAL INFORMATION

	Airport Express	Tung Chung Line
<i>Passenger Volume</i>	About 39,000 passengers are expected to be carried on a busy day when full service commences in 1998 and this is anticipated to rise to 75,000 in 2011.	Some 266,000 passengers are estimated to be carried each weekday when service commences in 1998. Of this number 147,000 will be passengers switching from existing lines, while 119,000 will be new passengers. The average weekday patronage is expected to rise to 491,000 in 2011, of which 281,000 will be new passengers.
<i>Train Capacity</i>	Approximately 64 seats per car. The line will initially operate with 6-cars plus 1 baggage car, building up to 10-car trains ultimately.	312 persons per car as for existing mtr. The line is designed to operate with 8-car trains. It will initially operate with 7-car trains.
<i>Fares</i>	The one way fares for travelling to the airport at 1990 prices are forecast as follows: From: Central HK\$50 Kowloon HK\$40 Tsing Yi HK\$20 A special ticketing system for the Airport Express will be developed, which will also be compatible with the ticketing system on other mtr lines.	The fare structure for this line will be based on distance and consistent with that applying on the current mtr system (approximately HK\$11.00 in 1990 prices from Central to Tung Chung.) The ticketing system will be integrated with that used on the existing mtr system.
<i>Operational Hours</i>	The two services provided on the Airport Railway will operate for the same hours as the existing system, i.e. from 6:00 a.m. to 1:00 a.m. the following day.	
<i>Initial Train Headway</i>	8 minutes	4 minutes to Tsing Yi 8 minutes to Tung Chung
<i>Ultimate Train Headway</i>	4 1/2 minutes	2 1/4 minutes between Central and Tsing Yi 4 1/2 minutes to Lantau
<i>Journey Times</i>	Central to Airport: 23 minutes	Central to Tung Chung: 23 minutes

Tung Chung Line

Tung Chung Line will have six stations, namely Hong Kong, Kowloon, Olympic, Lai King, Tsing Yi and Tung Chung.

It will interchange with the Tsuen Wan Line of the



existing MTR system at Lai King. From Lai King, it will take only 8 1/2 minutes to travel to Central as compared with the present 23 minutes travelling time on the Tsuen Wan Line.

The opening of this new line will provide much needed relief to the Nathan Road section of the MTR. It is estimated that 25% of the Nathan Road passengers will switch to the new line. Travel within and to outside the Kwai Tsing and Tsuen Wan Districts, especially to and from Tsing Yi, will be improved.

As it will be a domestic mass transit commuter service, the trains will be very much similar to those used on the current MTR system but will be much improved and modernized. For instance, curved seats will be provided.

Property Development

Five sites along the Airport Railway have been identified for property development, they are at Hong Kong, Kowloon, Olympic, Tsing Yi and Tung Chung stations.

The land available at these five sites totals approximately 62 hectares. The developments planned will feature both residential and commercial components.



Enquiry

For further information about the Airport Railway project, members of the public are invited to use the Project Hotline which is manned between 8:30 am to 6 pm Mondays to Fridays, 8:30 am to 1 pm on Saturdays, and tape-recorded outside these hours.