

WEST RAIL PHASE I

West Rail Phase I is the largest infrastructure project currently undertaken in Hong Kong. The 30.5 km twin track railway has nine stations: Nam Cheong, Mei Foo, Tsuen Wan West, Kam Sheung Road, Yuen Long, Long Ping, Tin Shui Wai, Siu Hong and Tuen Mun. The alignment is approximately 44% elevated, 38% underground and 18% at grade.

West Rail will link up urban Kowloon with the North West New Territories and will interchange with the existing MTR Tung Chung Line at Nam Cheong, MTR Tsuen Wan Line at Mei Foo and Light Rail systems at Yuen Long, Tin Shui Wai, Siu Hong and Tuen Mun, forming an integrated rail network in Hong Kong.

Following the Executive Council's authorization of West Rail Phase I in September 1998, construction of the railway commenced in October of the same year.

The HK\$46.4 billion project comprises 17 major civil construction contracts and about 20 major railway system contracts. When West Rail becomes operational by the end of 2003, it will provide a speedy, reliable, comfortable and environmentally friendly rail service between urban Kowloon and the North West New Territories to 300,000 passengers a day. Patronage will grow to about 500,000 passengers a day by the year 2011.

West Rail Benefits

West Rail is a project for the people of Hong Kong that will not only bring immense benefits to the development of the North West New Territories but also contribute to the sustainable development of Hong Kong.

Transport Benefits

- forms a direct rail link between the North West New Territories and urban Kowloon
- reduces travelling time from Tuen Mun to urban Kowloon by half to 30 minutes
- interchanges with MTR and Light Rail to form an integrated network

Housing and Land Use Benefits

- nine potential development sites have been identified
- an estimated target of about 30,000 flats, totalling 2,200,000 sq m of gross floor area
- to be completed and released in phases from 2006 to 2011

Employment Opportunities

- creates jobs for local professionals and construction workers
- about 13,000 people (including 11,000 construction workers and 2,000 management and professional staff) working for West Rail at the peak of construction in the year 2001

Environmental Benefits

as an electrified railway, West Rail will help reduce about 1,000 tonnes of pollutants which would otherwise be released into the atmosphere every year by road vehicles

(Cover photo supplied by Kowloon-Canton Railway Corporation)

西鐵第一期

西鐵第一期是香港目前最大規模的基建工程，定線全長 30.5 公里，為雙軌系統。沿線共設九個車站，分別為南昌、美孚、荃灣西、錦上路、元朗、朗屏、天水圍、兆康及屯門。定線約百分之四十四為高架軌道、百分之三十八建於地底、百分之十八建於地面。

西鐵將連接九龍市區與新界西北，並與現有的地鐵東涌線，地鐵荃灣線及於元朗、天水圍、兆康、屯門的輕鐵系統交匯，組成一個融匯一體的鐵路網絡。

自行政會議於一九九八年九月通過西鐵第一期後，鐵路工程於同年十月正式動工。

這個耗資四百六十四億港元的項目共分拆為十七份主要土木工程合約及約二十份主要鐵路系統合約。西鐵於二零零三年投入服務時，將為來往九龍市區及新界西北的乘客提供快捷可靠、舒適環保的鐵路服務。預計通車初期每日乘客量為三十萬人次，而到了二零一一年，每日乘客量更會增至五十萬人次。

興建西鐵·造福香港

西鐵將為香港社會帶來許多裨益，不僅帶動新界西北的發展，更有助推動香港的持續發展。

改善交通·快捷方便

- 提供一條連接新界西北及九龍市區的鐵路幹線
- 來往屯門至九龍市區僅需三十分鐘，比現時所需的交通時間縮減一半
- 與地鐵及輕鐵交匯，組成一個融匯一體的鐵路系統

善用土地·帶動發展

- 擬定了九個地點作物業發展
- 預計將提供的三萬個單位，總樓面面積合共二百二十萬平方米
- 將於二零零六年至二零一一年間分階段完成及推出市場

開創新職·訓練專才

- 為本地專業人士及建築工人締造職位
- 在二零零一年的建築高峰期，西鐵聘用約一萬三千人（包括一萬一千名建築工人及二千名管理和專業人員）

愛護環境·善用資源

西鐵是一條電氣化鐵路，有助每年減少約一千公噸由車輛排出的廢氣及污染物

(封面照片由九廣鐵路公司提供)