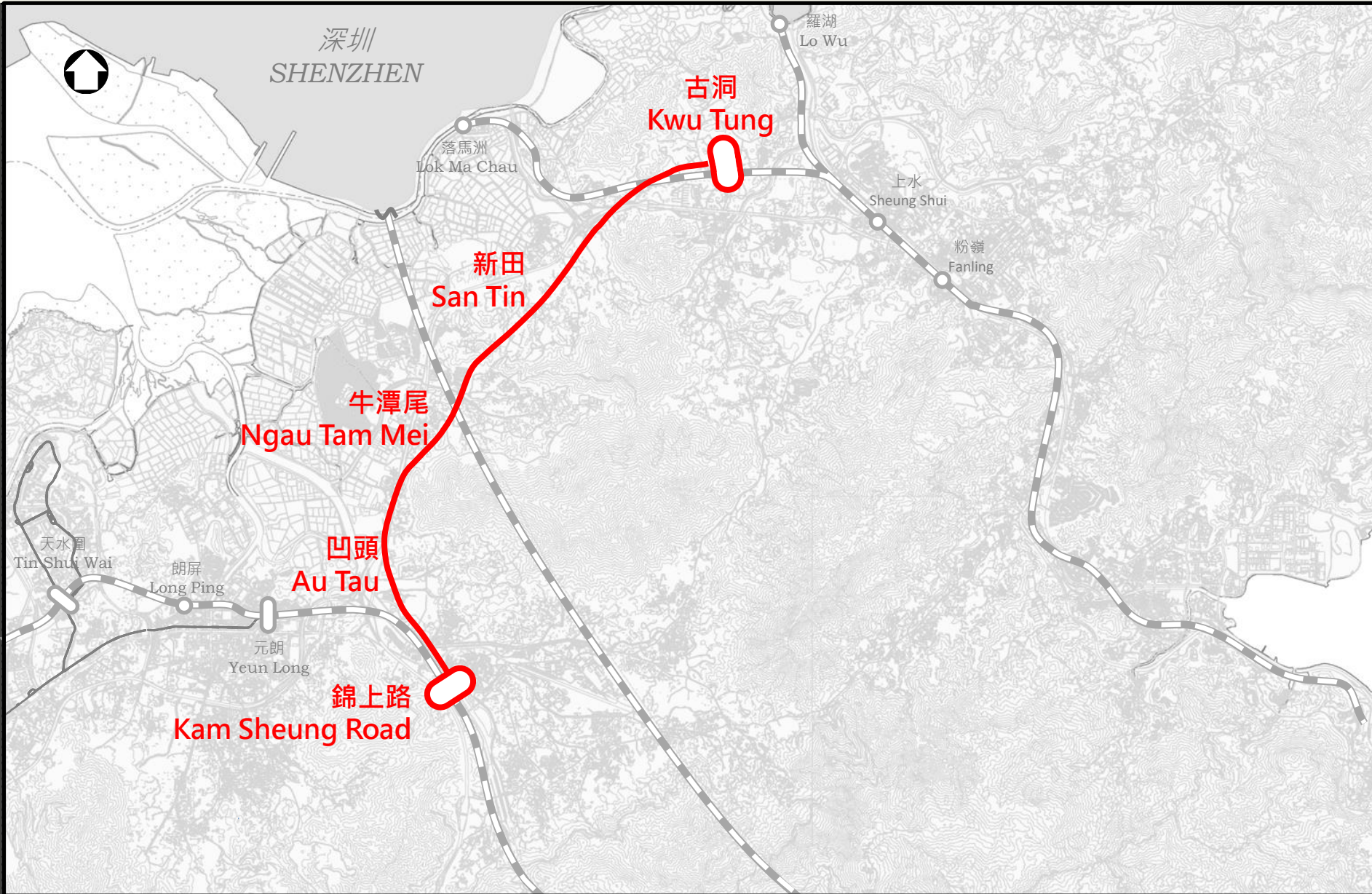


北環線

Northern Link

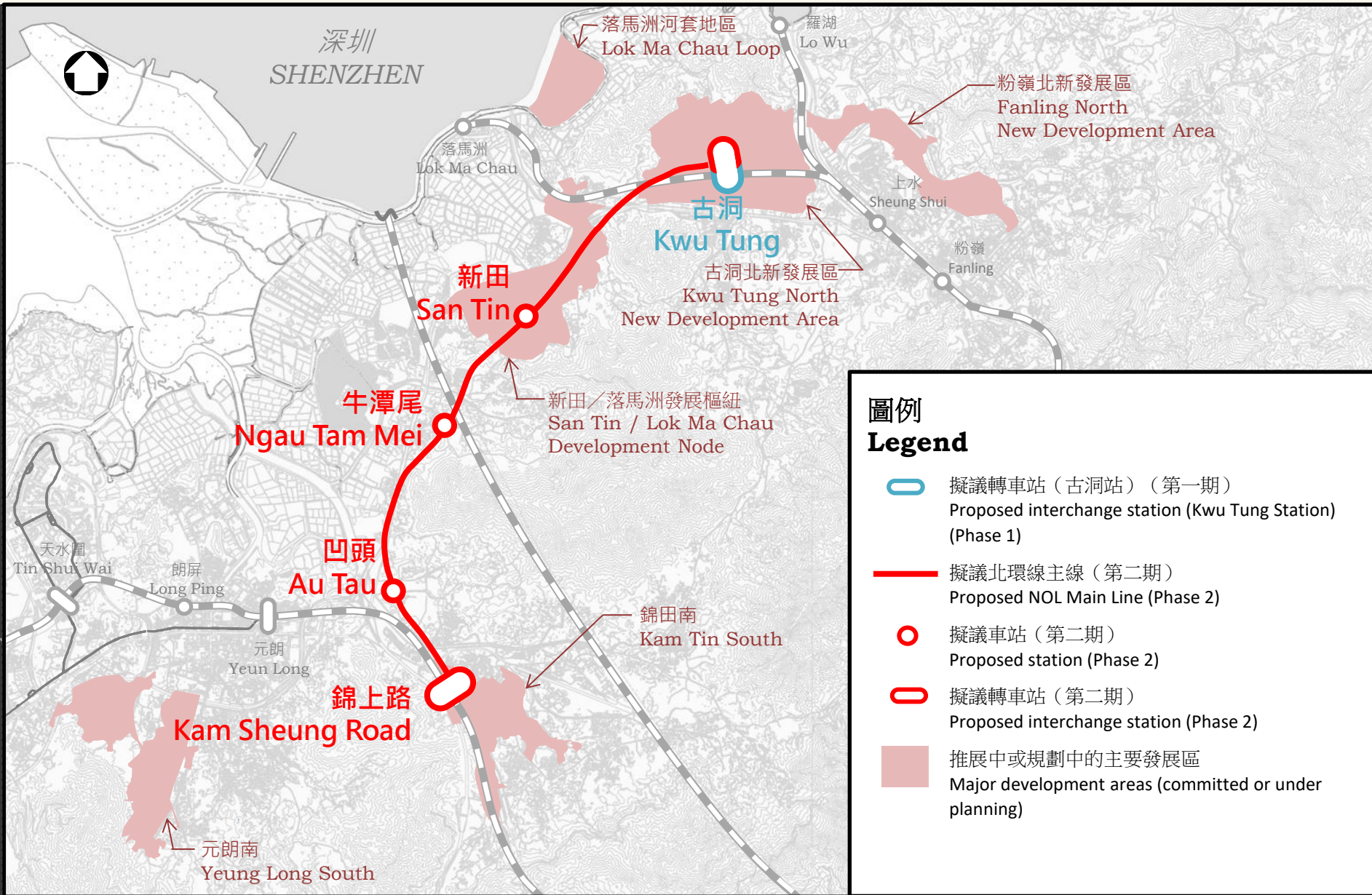
15.1.2021

北環線 (包括古洞站) - 《鐵路發展策略2014》建議七個鐵路項目之一
Northern Link (NOL) (including Kwu Tung Station) - One of seven recommended schemes under Railway Development Strategy 2014



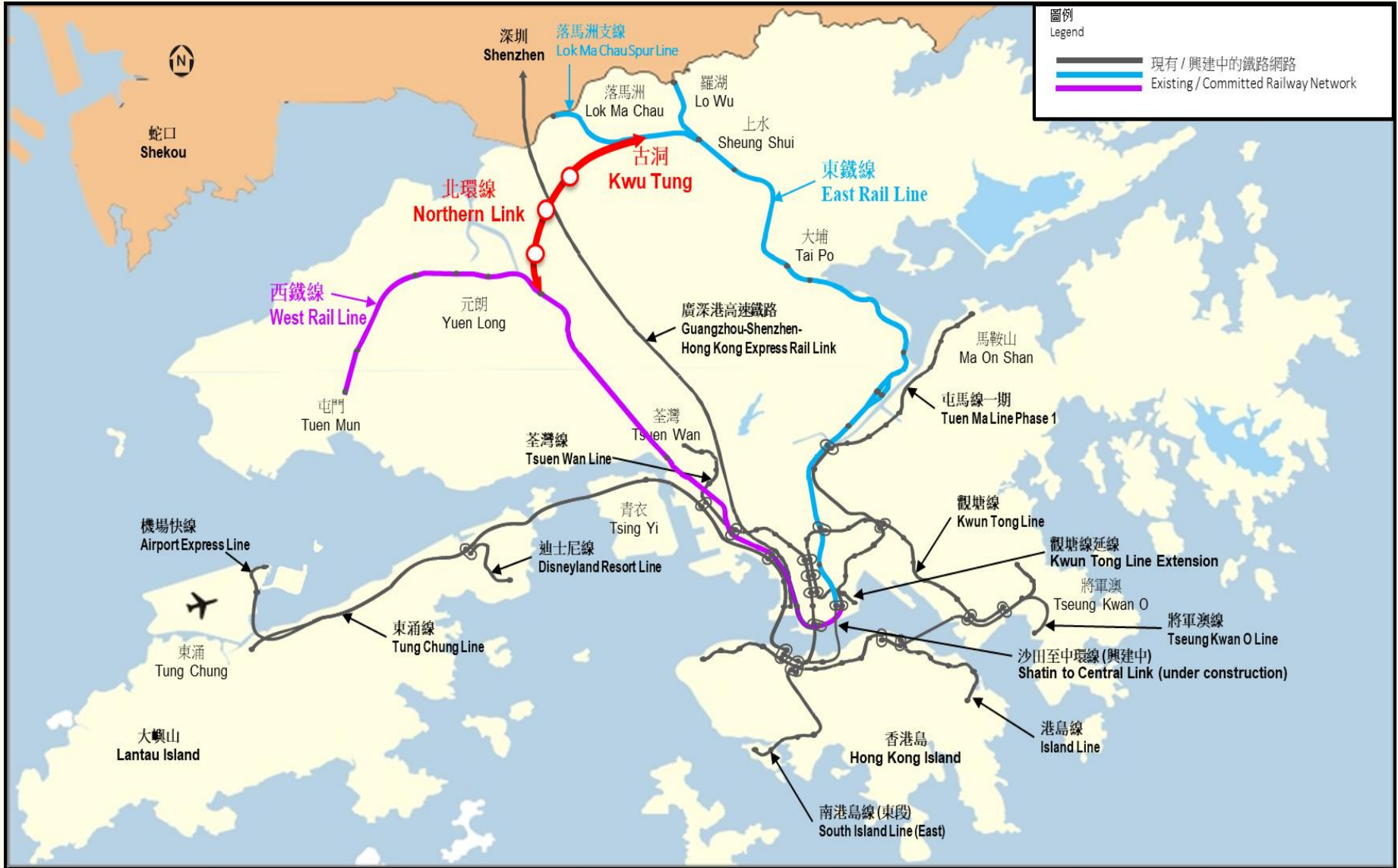
香港鐵路有限公司(港鐵公司)的擬議北環線 (第一期及第二期)

MTR Corporation Limited (MTRCL)'s Proposed NOL (Phase 1 and Phase 2)



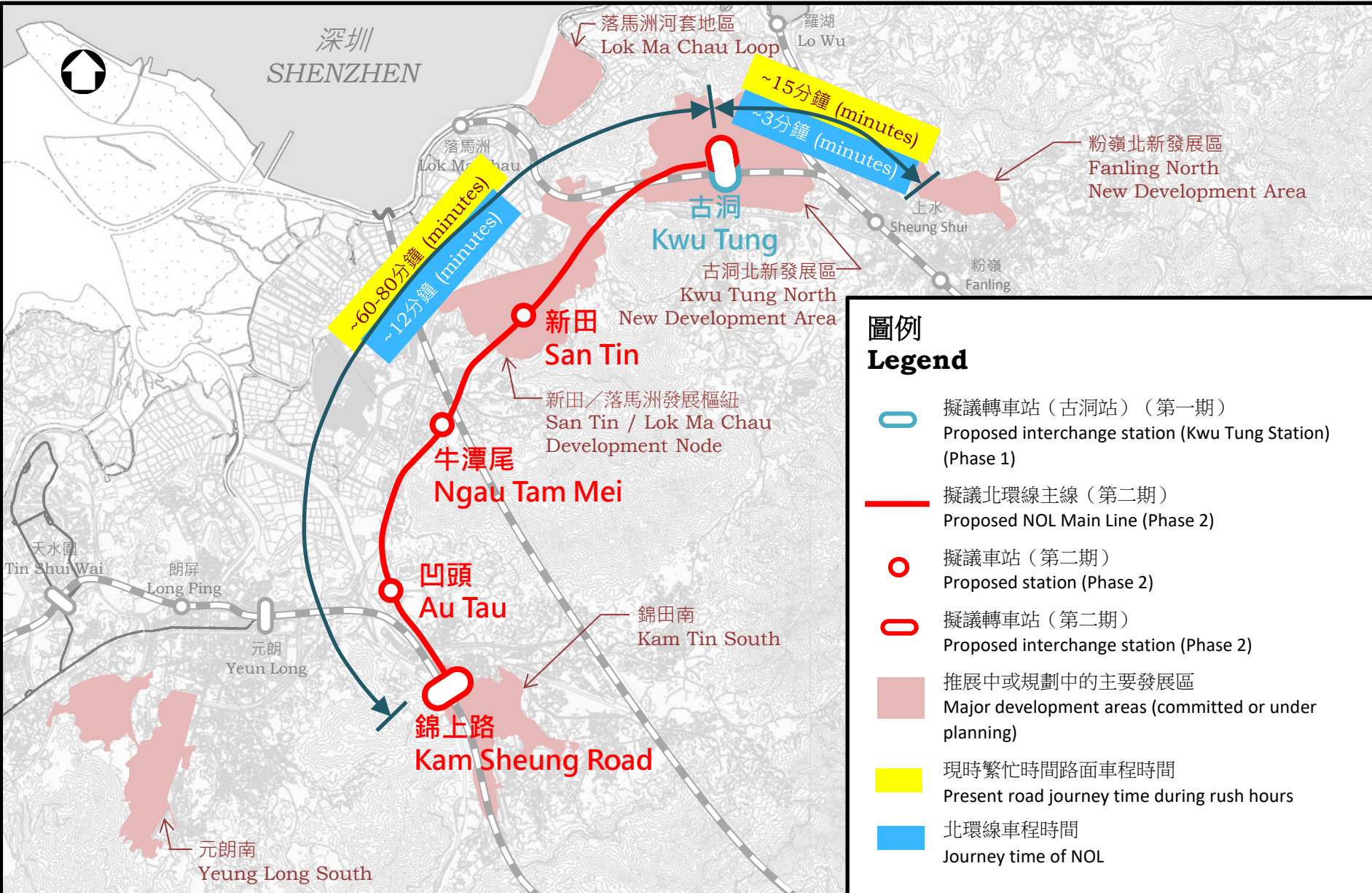
連接東鐵線及西鐵線

Connection with East Rail Line and West Rail Line



縮短車程時間

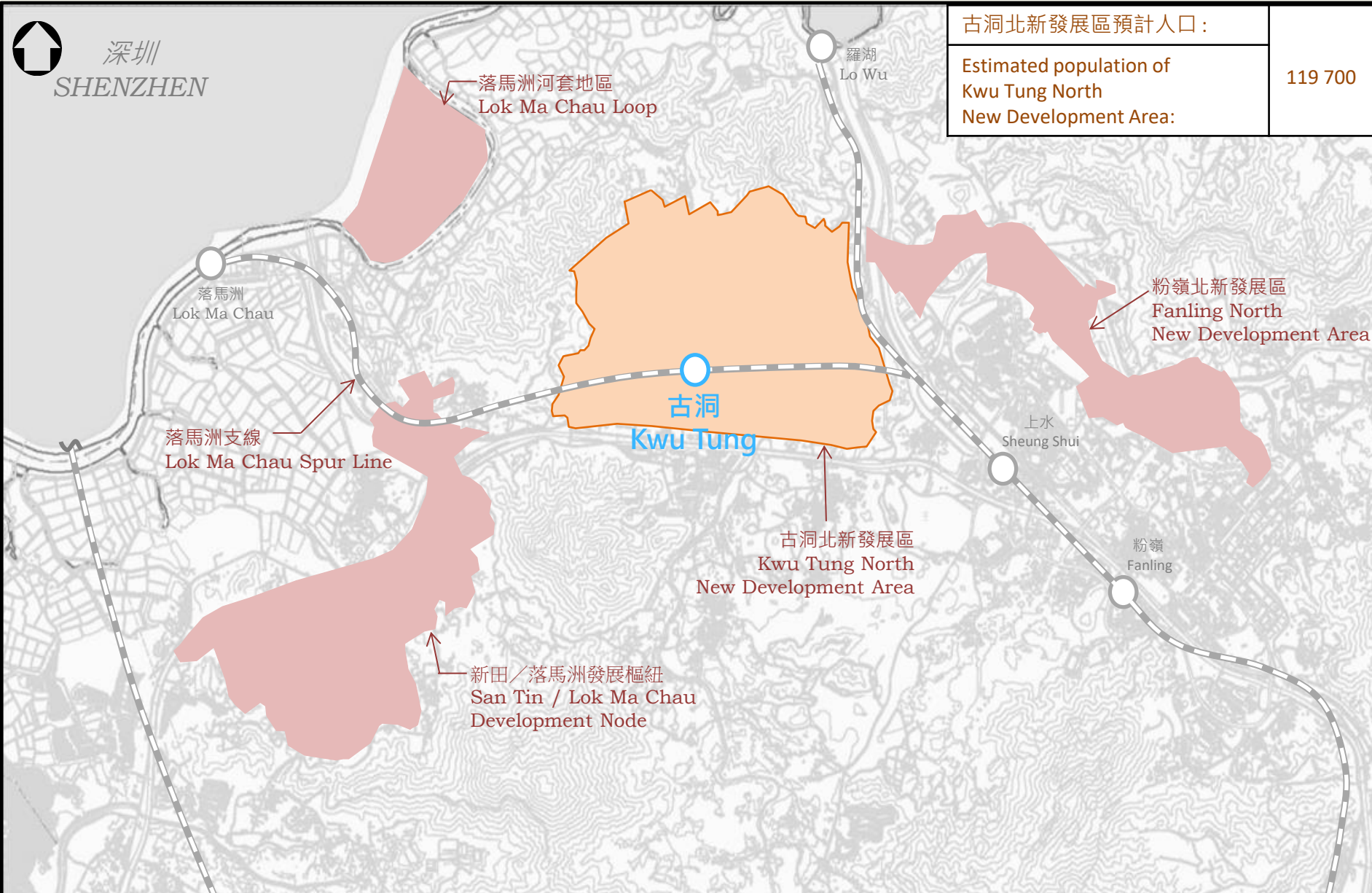
Shortening of Journey Time



北環線第一期 (古洞站)

NOL Phase 1 (Kwu Tung Station)

北環線第一期 NOL Phase 1



深圳
SHENZHEN

落馬洲河套地區
Lok Ma Chau Loop

羅湖
Lo Wu

落馬洲
Lok Ma Chau

落馬洲支線
Lok Ma Chau Spur Line

古洞
Kwu Tung

粉嶺北新發展區
Fanling North
New Development Area

上水
Sheung Shui

古洞北新發展區
Kwu Tung North
New Development Area

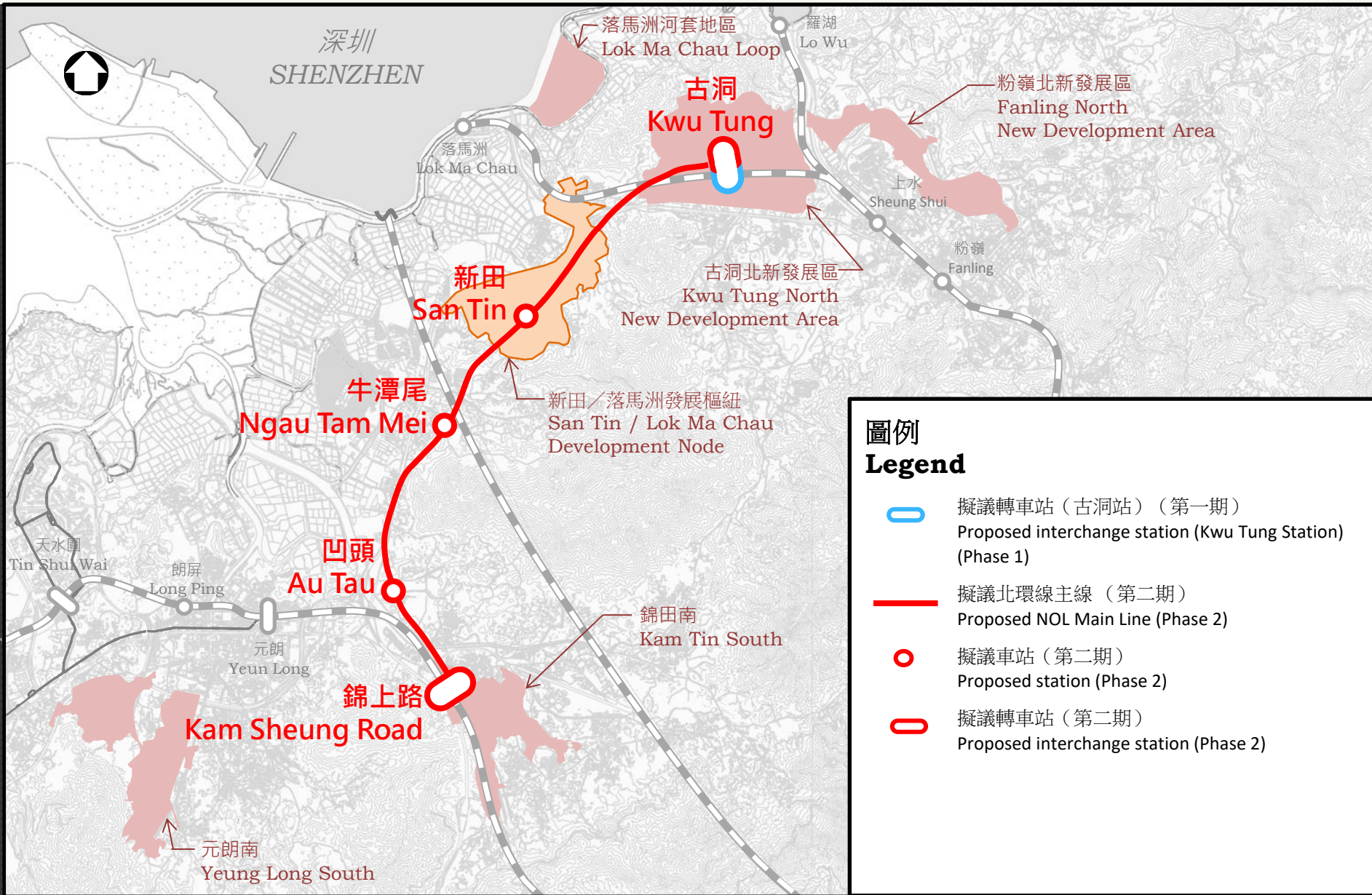
粉嶺
Fanling

新田／落馬洲發展樞紐
San Tin / Lok Ma Chau
Development Node

北環線第二期

NOL Phase 2

北環線第二期 NOL Phase 2



考慮因素 Consideration

- 本屆政府提倡「基建先行」及「創造容量」的規劃方式，以運輸基建帶動土地發展。北環線的落實正可大大釋放新田、牛潭尾及凹頭一帶土地的發展潛力，帶動有關地區的發展，提供更多房屋用地。

The current term of Government advocates the infrastructure-led, capacity creating planning approach in order to motivate development of land by provision of transport infrastructure. The availability of NOL would greatly unleash the development potential of the land in the vicinities of San Tin, Ngau Tam Mei and Au Tau, driving developments of the areas as well as providing more housing sites.

建造成本及項目計劃

CAPITAL COSTS AND PROJECT PROGRAMME

北環線的建造成本

Capital Costs of NOL

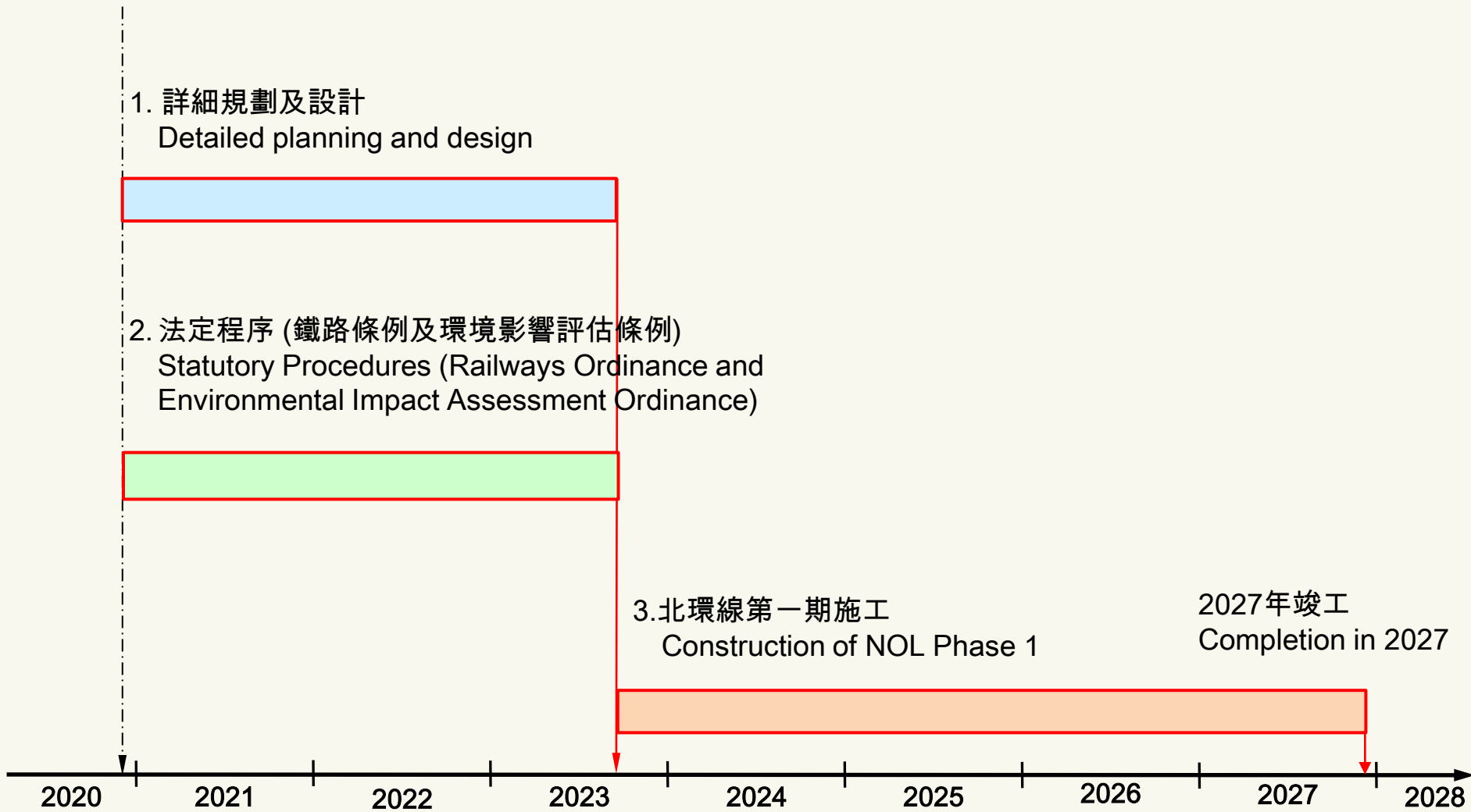
港鐵公司提交的建議書是基於「擁有權」模式推展北環線項目。

The Project Proposal submitted by MTRCL is based on the ownership approach for implementing the NOL project.

	鐵路系統的建造成本 (按2015年12月價格計算) Capital Costs of Railway System (in December 2015 prices)
北環線第一期 NOL Phase 1	35億元 \$3.5 billion
北環線第二期 NOL Phase 2	585 億元 \$58.5 billion

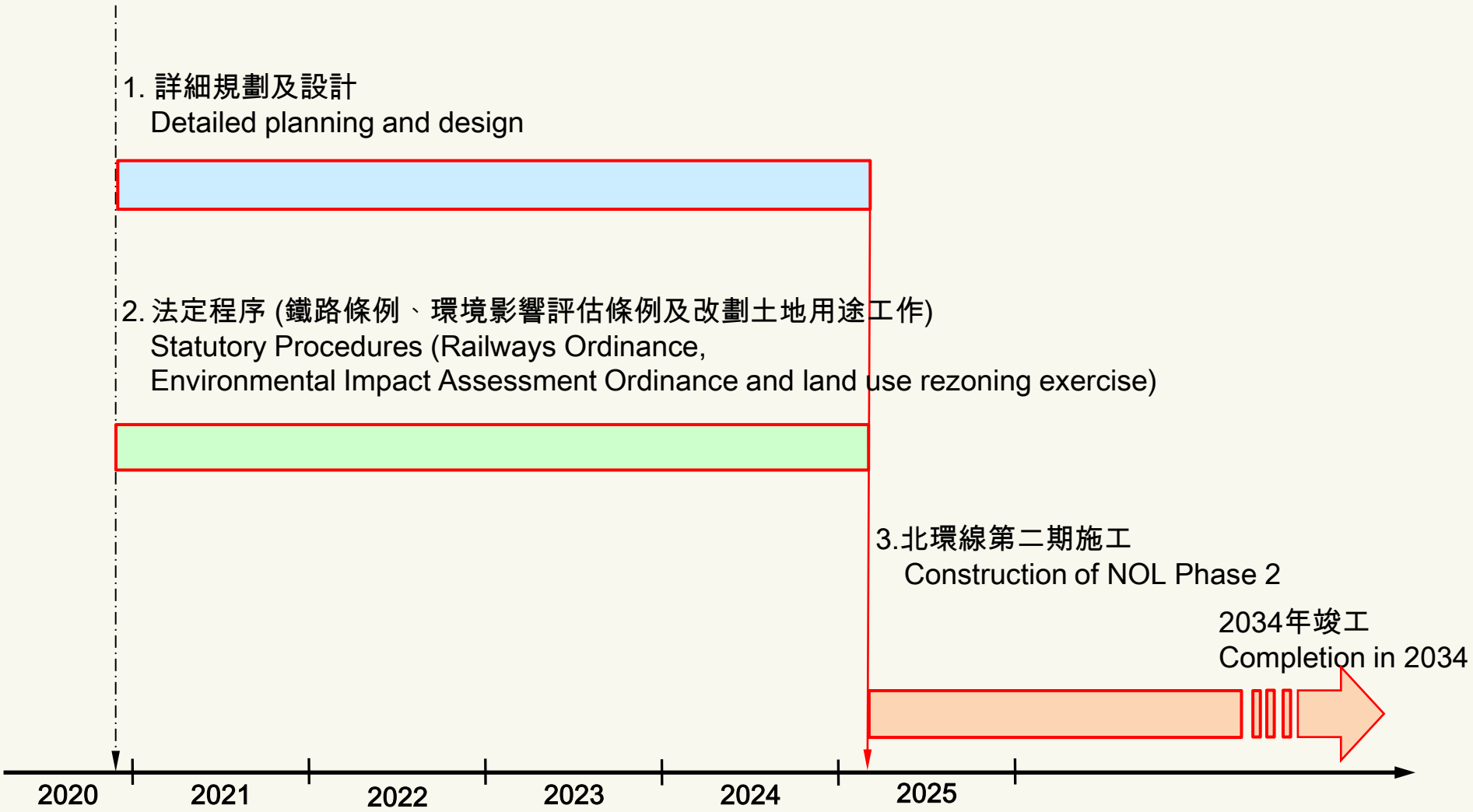
北環線第一期初步項目計劃

Preliminary Project Programme of NOL Phase 1



北環線第二期初步項目計劃

Preliminary Project Programme of NOL Phase 2



謝謝

THANK YOU