



PEAK TRAMWAYS COMPANY, LIMITED  
山頂纜車有限公司

與香港同行 130 年

SERVING HONG KONG FOR 130 YEARS

# THE PEAK TRAM UPGRADE PROJECT

## 山頂纜車發展計劃



# PEAK TRAM HISTORY

# 山頂纜車歷史

30 May 1888 the Peak Tramway was officially opened by the Governor of Hong Kong

1888年5月30日，山頂纜車由香港總督正式啟用



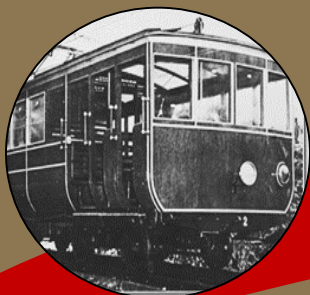
**1888**

The wooden tram's haulage system was powered by coal fired steam boilers

木製拖曳纜車由燃煤蒸氣鍋爐提供動力

30 passengers

30 名乘客



**1926**

An electrically-powered haulage gear system replaced steam power  
電動拖曳齒輪系統取代蒸氣動力

52 passengers

52名乘客



**1948**

All-metal tramcar

全金屬車箱

62 passengers

62名乘客



**1959**

Fully enclosed and lightweight all-aluminum tramcar

全封閉輕質鋁車箱

72 passengers

72 名乘客



**1989**

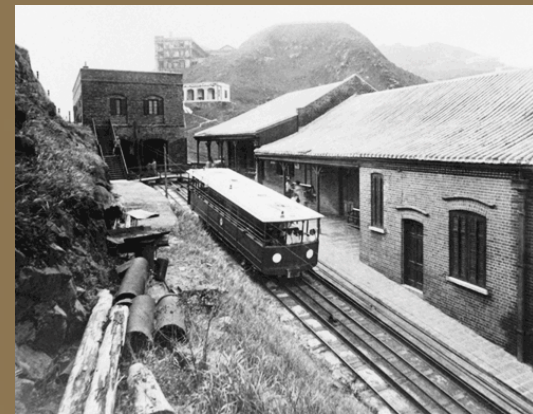
Microprocessor-control technology

微處理器控制技術

120 passengers

120 名乘客

One tram has since been donated to HKTB for the visitor centre at the Peak  
一輛山頂纜車被捐贈給香港旅遊發展局，作為山頂旅客中心



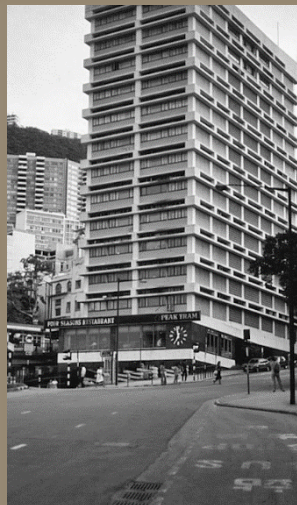
# PEAK TRAM – HISTORIC ROUTE 山頂纜車 – 原始路線



The Original Lower Terminus  
下站前身



1935 – 1964  
St. John's Apartments  
聖約翰公寓



1964 – 1982 14-storey  
St John's Building  
14 層高聖約翰大廈



Current 22-storey St John's Building constructed 1983  
目前的22層高聖約翰大廈於1983年落成

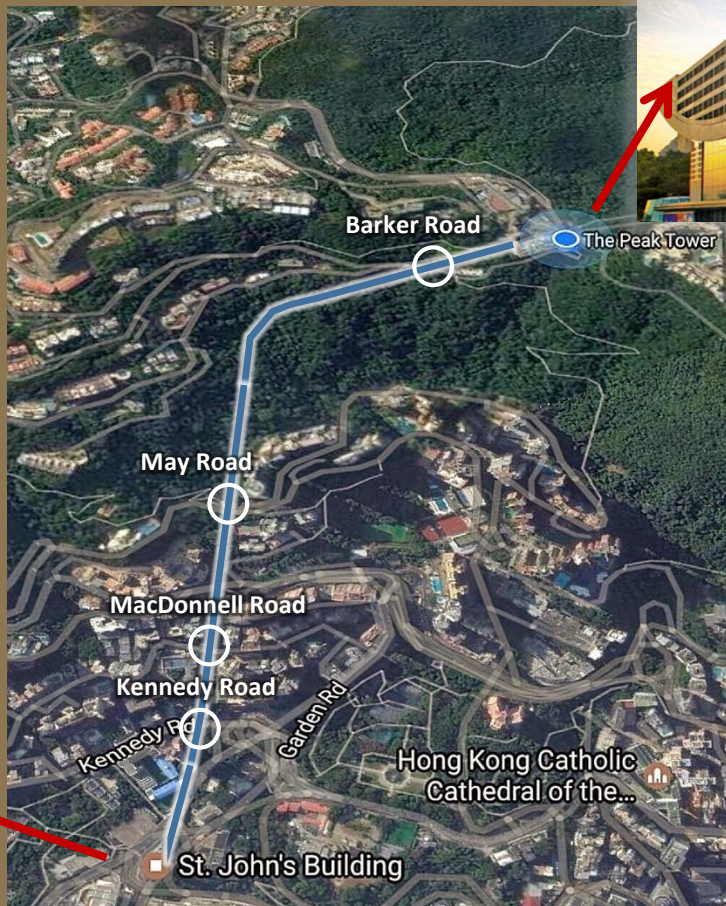
The current Peak Tower was built in 1997  
and was last renovated in 2007  
目前的凌霄閣建於1997年，於2007年進行了翻新



1972 – 1997 The Peak Tower  
凌霄閣



The Original Upper Terminus 上站前身



The Peak Tram runs from St. John's Building, Central to The Peak Tower 來往中環聖約翰大廈及凌霄閣

# KEY ISSUES 關鍵問題

Queues forming outside the Lower and Upper Termini most weekends and holiday periods  
在週末及假期上下站排隊情況

Long waiting times for passengers, up to 2 hours during busy holiday periods  
在高峯時段乘客等候時間長達兩小時



# PEAK TRAM UPGRADE BENEFITS 山頂纜車發展計劃 - 效益

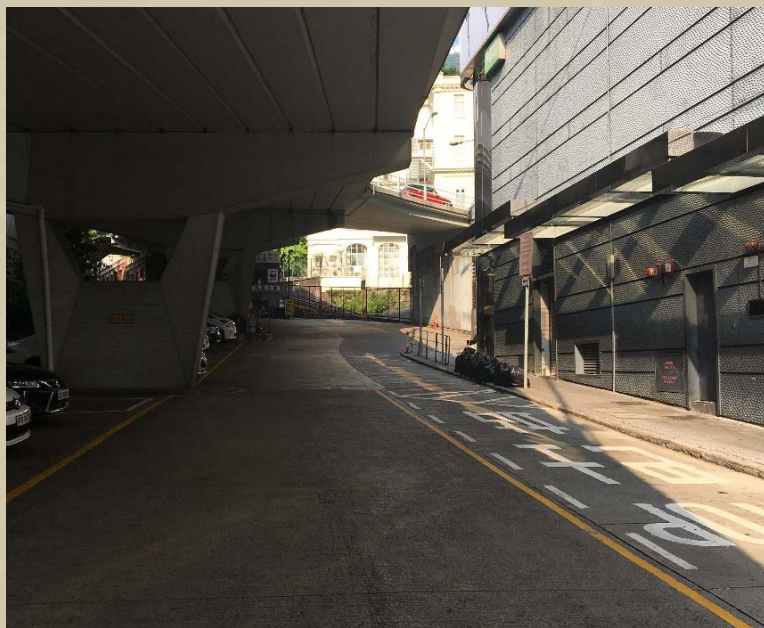
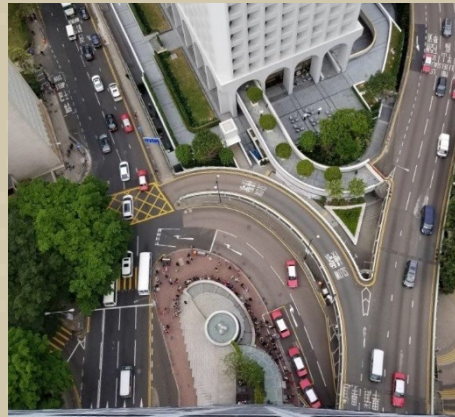
- Increase capacity by 75% from 120 to 210 passengers per trip;
- 每程載客量由**120**人增至**210**人(加七成五)
- Reduce waiting times by over 80%;
- 等候時間減少超過八成
- Completely remove the queues from the public areas outside the Lower and Upper Termini;
- 徹底減除在上下站外的排隊人龍
- Covered / air-conditioned waiting area for up to 1300 people at Lower Terminus;
- 擴建下站：可容納**1300**人的有蓋及空調候車區
- Improved Peak Tram access for persons with a disability;
- 改善傷健人士進出山頂纜車

**Significantly enhance the image of the Peak Tram as one of Hong Kong's most important tourism icons**

山頂纜車作為香港代表性旅遊熱點的形象將得以顯著提升

# CONSTRAINED SITE

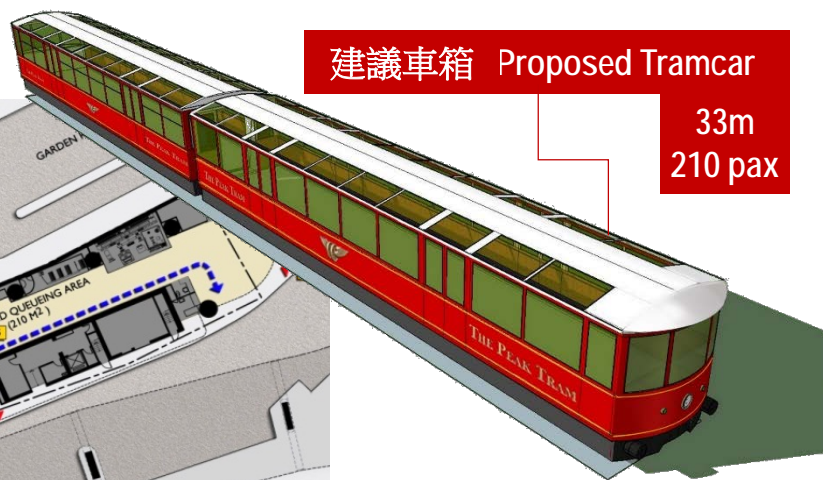
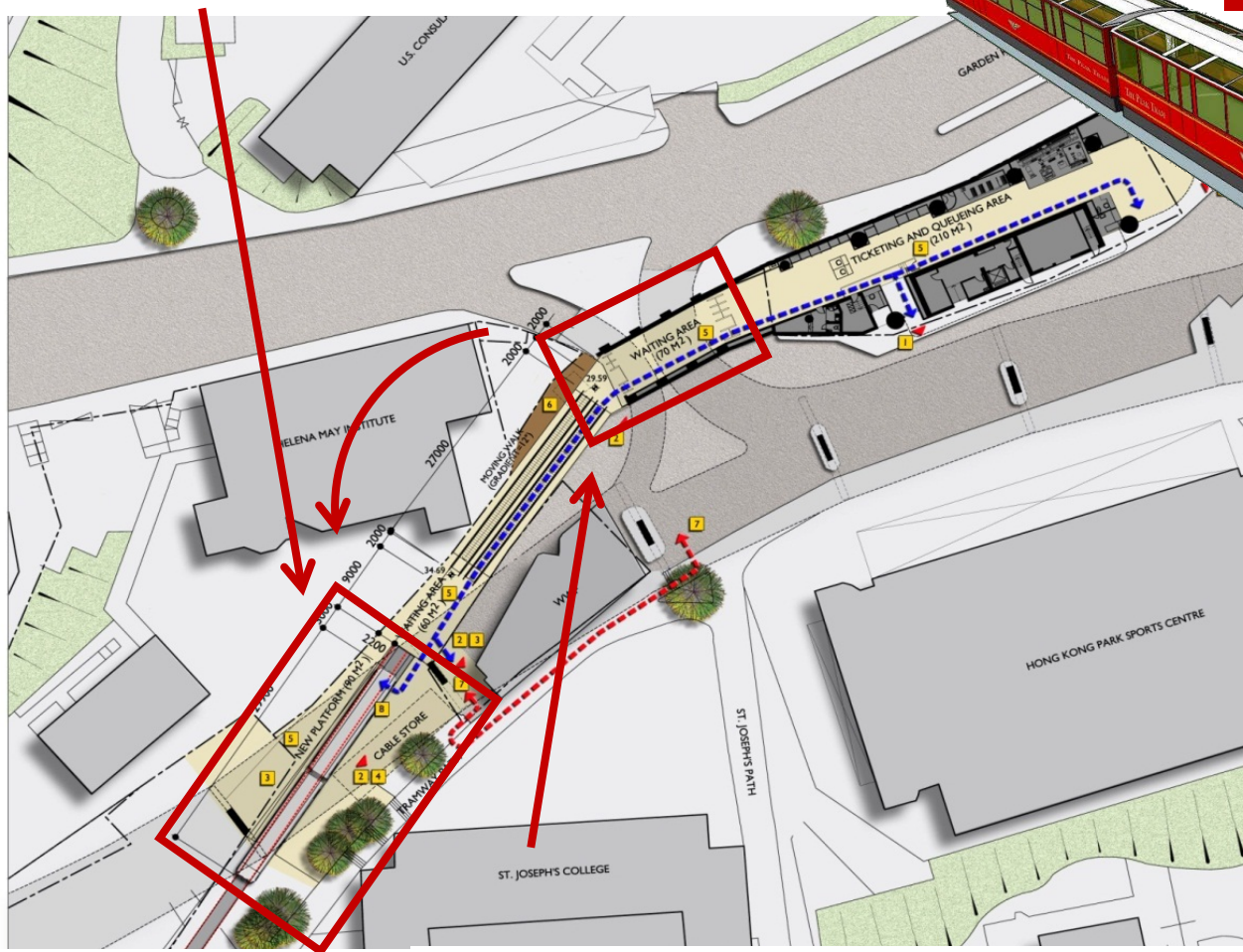
# 發展計劃 - 場地限制



# UPGRADE PROPOSAL 發展計劃

**Platforms moved uphill to create waiting area space and longer platforms**

月台往山上移，以擴建等候區和更長的月台



**New tramcars 新車箱**

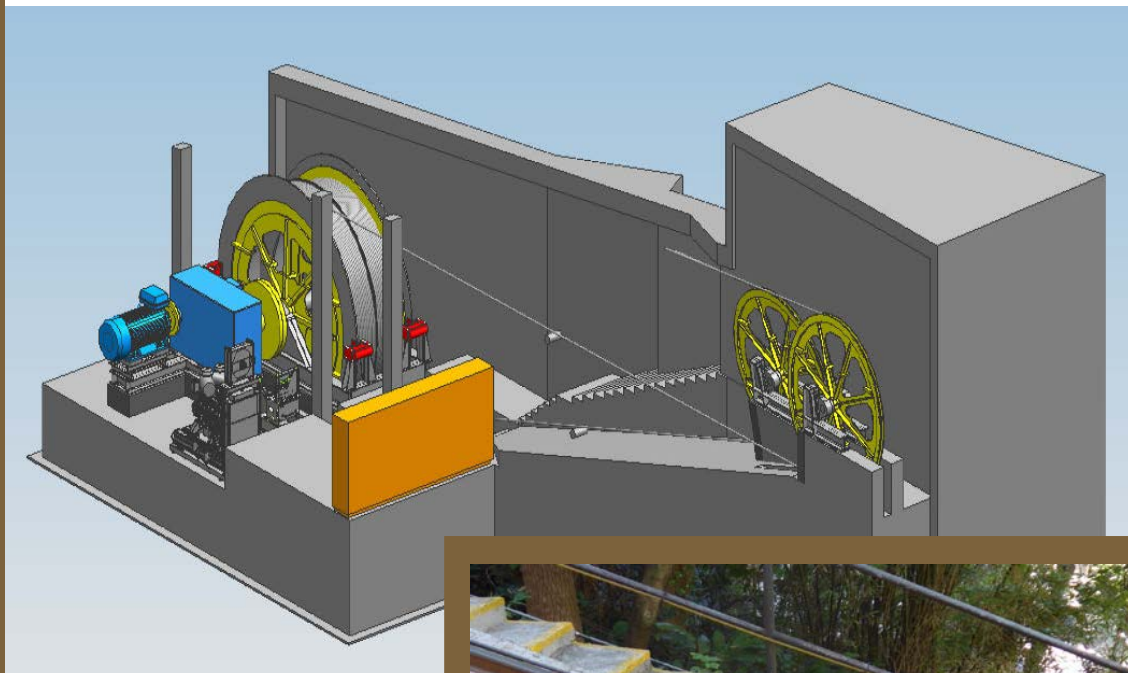
現有車箱  
Current Tramcar 18.7m 120 pax



**Convert existing platforms to waiting area 將現時月台轉為等候區**

# SYSTEM & INFRASTRUCTURE UPGRADE 系統和基建設施升級

New Haulage System and Ropes 新拖曳系統和纜索



New stronger rails 更強大的路軌

Foundation and Bridge strengthening 鞏固地基及橋樑

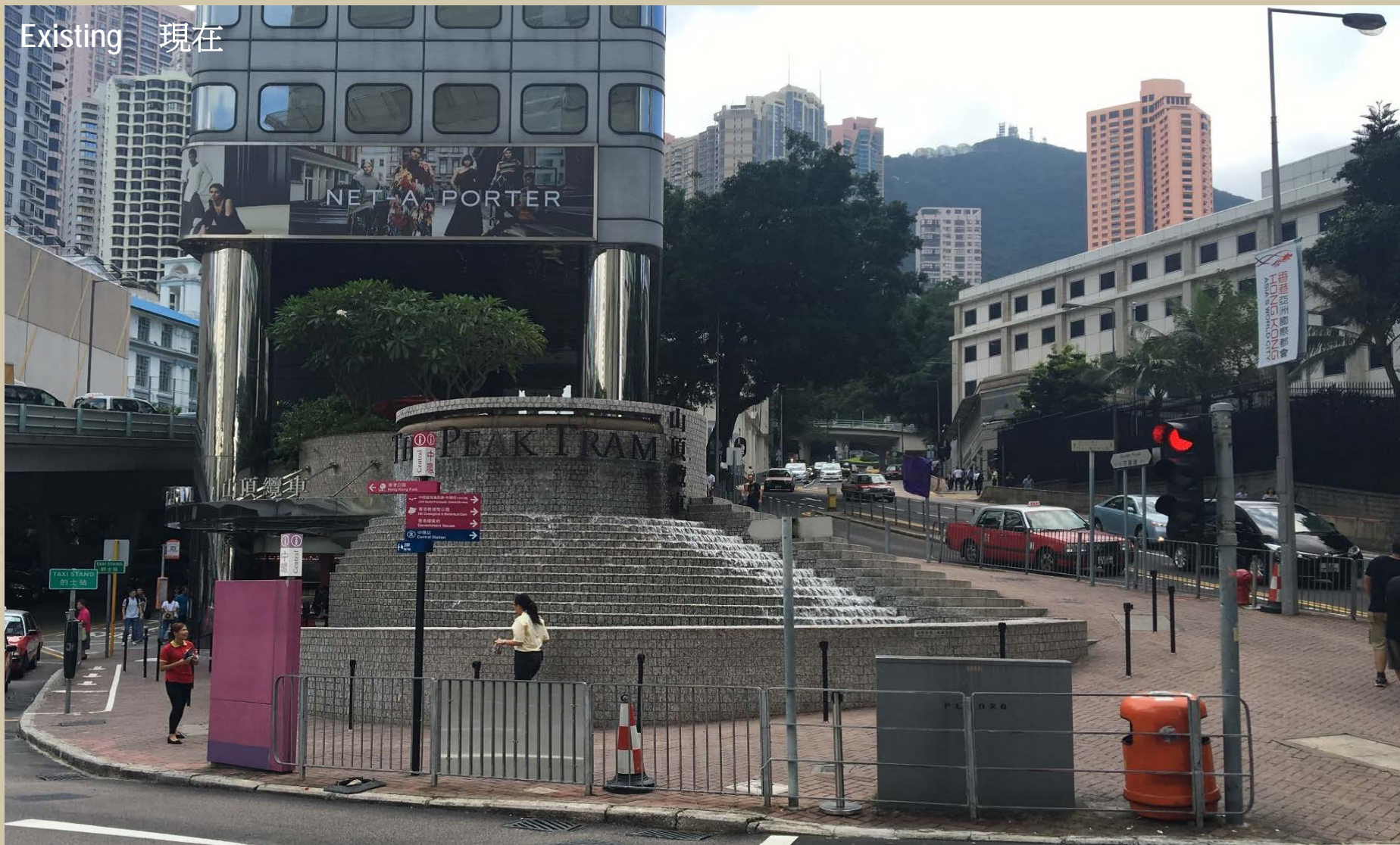




# LOWER TERMINUS EXTENSION

# 下站擴建

Existing 現在



# LOWER TERMINUS EXTENSION

# 下站擴建



Proposed - open space for displaying a significant piece of public art

建議 - 開放空間以展示有代表性的公眾藝術品

# LOWER TERMINUS EXTENSION

# 下站擴建

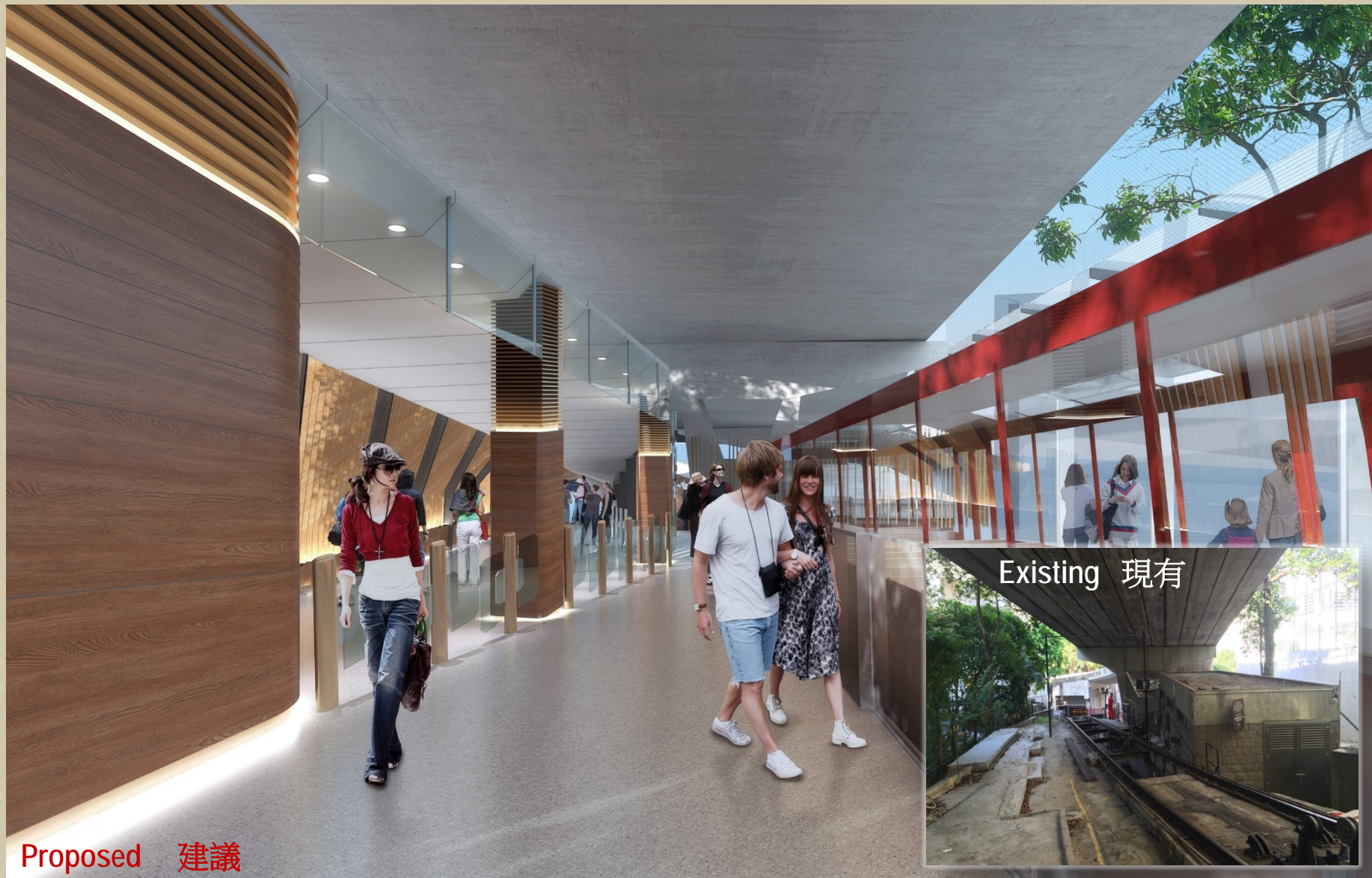


Proposed 建議

Existing 現有

# LOWER TERMINUS EXTENSION

# 下站擴建



Proposed 建議

Existing 現有

# LOWER TERMINUS EXTENSION

# 下站擴建

**Key Plan**

**Proposed LT Transit & Waiting Area structure**

**Existing Tree TR03**

**Cotton Tree Drive**

**Proposed LT Transit & Waiting Area structure**

**+39.20**

**+41.03**

**Existing Bamboo**

**Ficus microcarpa var. crassifolia**  
(hedge plants 2.5-3m high when planted. Will grow to cover proposed structure within 1-2 years)

**Blechnum orientale**

**Tabernaemontana divaricata 'Flore Pleno'**

**Murraya paniculata**

**Dracaena reflexa 'Song of India'**

**Phaius tankervilleae**

**Cathartus rosea**

**Dichroa febrifuga**

**Plumbago auriculata**

**Serissa japonica**

**Camellia sasanqua 'pink snow'**

**Plumbago auriculata**

**Soleirolia soleirolii (Baby Tears)**

**Serissa japonica**

**Phaius tankervilleae**

**Syngonium podophyllum**

**Ophiopogon jaburan**

**Blechnum orientale**

**Ophiopogon jaburan**

**Murraya paniculata**

**Clerodendrum myricoides 'Ugandense'**

**Clerodendrum myricoides 'Ugandense'**

**Ficus pumila**

**Serissa japonica**

# LAND REQUIREMENT 土地需求

**Unallocated Government Land between the existing Tramway Area and the Helena May Garden**

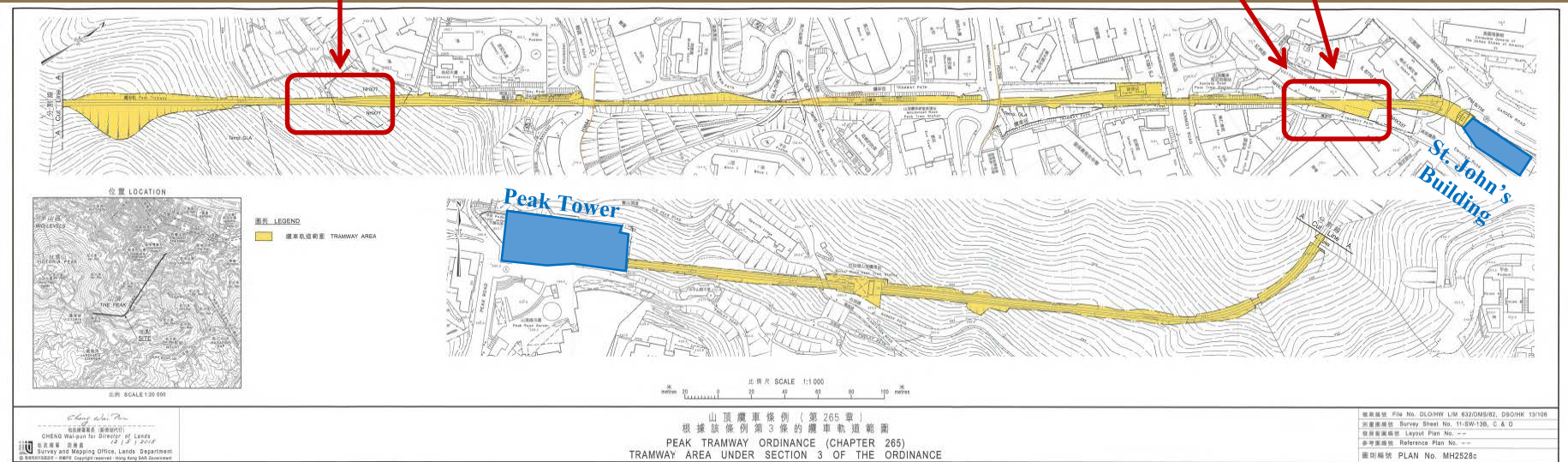
在原有纜車徑和梅夫人婦女會花園之間的未分配的政府地

**Unallocated Government Land between Tramway Path and the existing Tramway Area**

在原有纜車徑和纜車路之間的未分配的政府地

**Unused Government Land Required for Extended Passing Loop**

擴展纜車交匯處的未被使用的政府地



The Existing Tramway Area 現有的纜車路範圍

## Access for persons with a disability

## 傷健人士進出下站



- A** New tramcars with wider doors allow roll-on, roll-off at all 8 doors, with wheelchair fixings at each gangway

全新纜車為無梯級設計，設八個較寬車門，可讓最多8台輪椅進出，並設輪椅固定裝置

- B** Wheelchair lifting platform to be installed 站內裝設輪椅升降台

- C** Access ramps provided from Tramway Path to boarding and alighting platforms

由上落月台至纜車徑間設置斜路

- D** Access paths from main entrance also available

傷健人士亦可從主入口進入車站

# PEAK TRAM UPGRADE BENEFITS 山頂纜車發展計劃 - 效益

- Completely remove the queues from the public areas outside the Lower and Upper Termini;
- 徹底減除在上下站外的排隊人龍
- Reduce waiting times by over 80%;
- 等候時間減少超過八成
- Improved Peak Tram access for persons with a disability;
- 改善傷健人士進出山頂纜車
- Significant investment (HK\$684M) not dependent on public finance
- 此重大投資 (6億8千400 萬港元) 並非來自公共財政撥款
- Significantly enhance the Peak Tram as one of Hong Kong's most important tourism icons
- 山頂纜車作為香港代表性旅遊熱點的形象將得以顯著提升