



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

與香港同行 **133** 年
SERVING HONG KONG FOR **133** YEARS

THE PEAK TRAM UPGRADE PROJECT

山頂纜車發展計劃



KEY ISSUES 關鍵問題

Queues forming outside the Peak Tram Termini most weekends and holiday periods

在週末及假期車站排隊情況

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



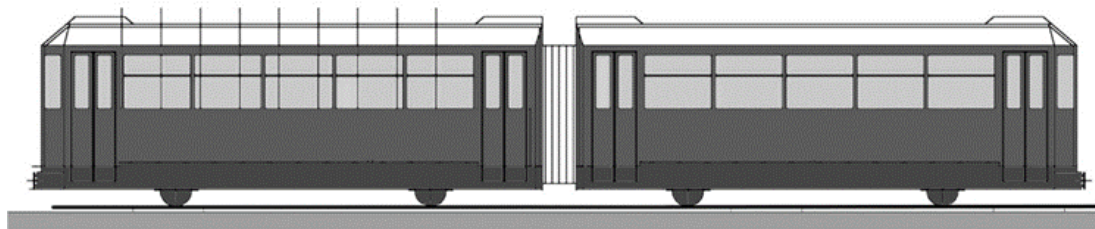
PEAK TRAM UPGRADE BENEFITS 山頂纜車發展計劃 - 效益

- **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 70%**
等候時間減少超過七成
- **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, temperature-controlled waiting area for up to 1300 people at Lower Terminus**
擴建下站：可容納**1300**人的有蓋及溫度調節候車區
- **Improved Peak Tram access for persons with disabilities**
改善傷健人士進出山頂纜車的設施
- **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

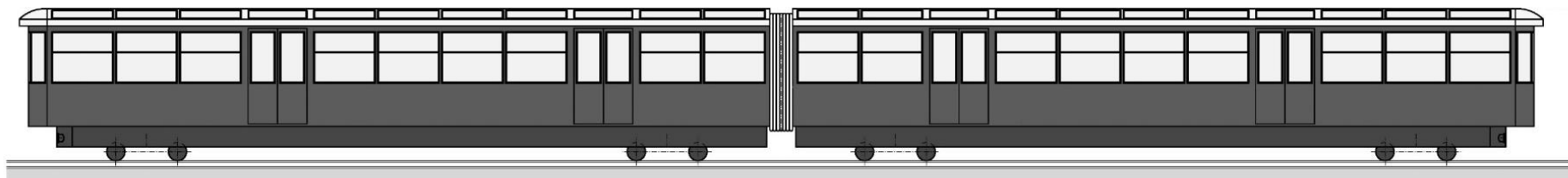
Significant investment of more than HK\$700M 此重大投資超過7億港元



NEW TRAMCARS 全新纜車



現有車箱 Current Tramcar 18.7m long carrying 120 passengers



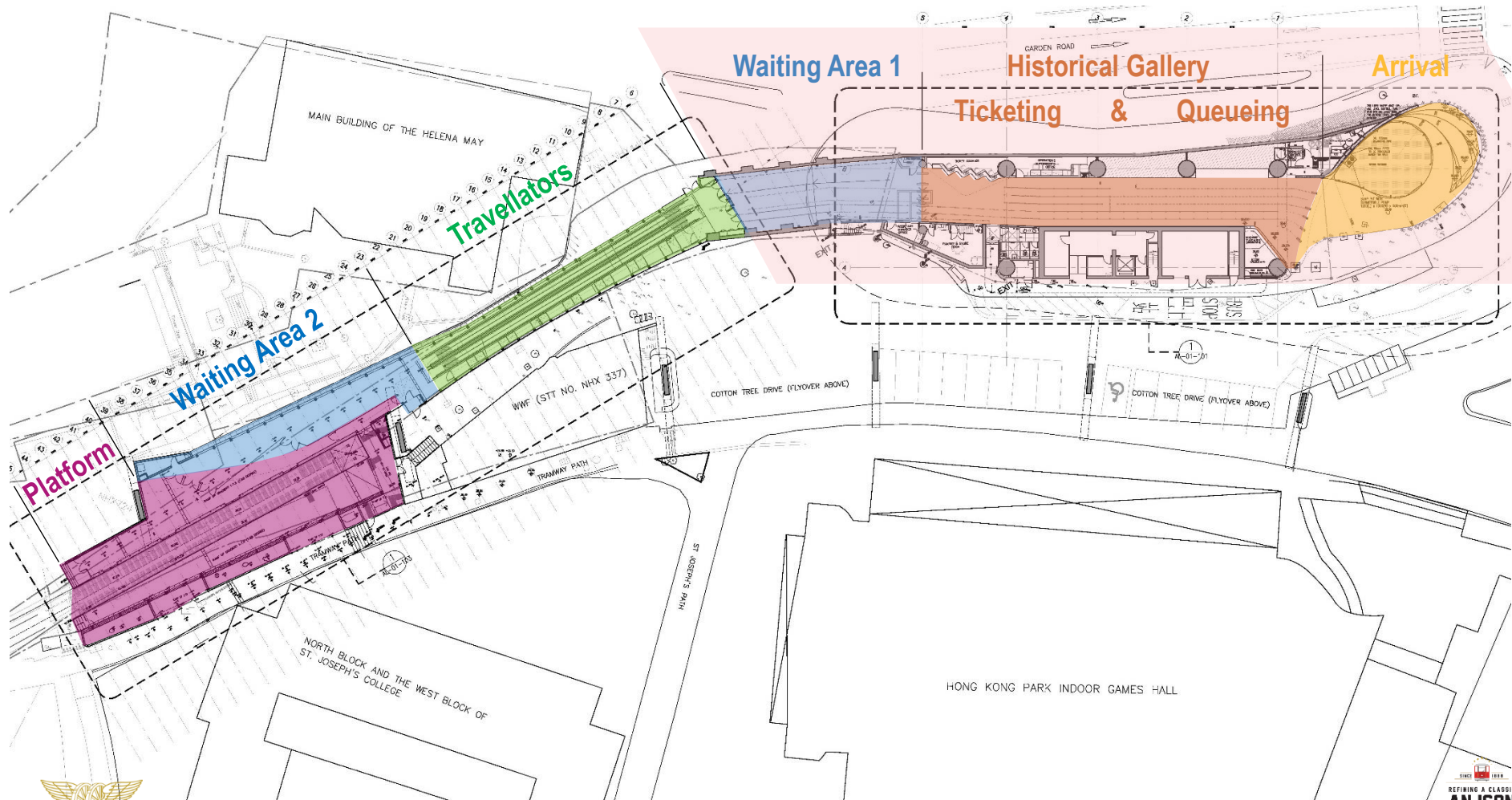
新車箱 New Tramcar 33m long carrying 210 passengers



LOWER TERMINUS EXTENSION 下站擴建

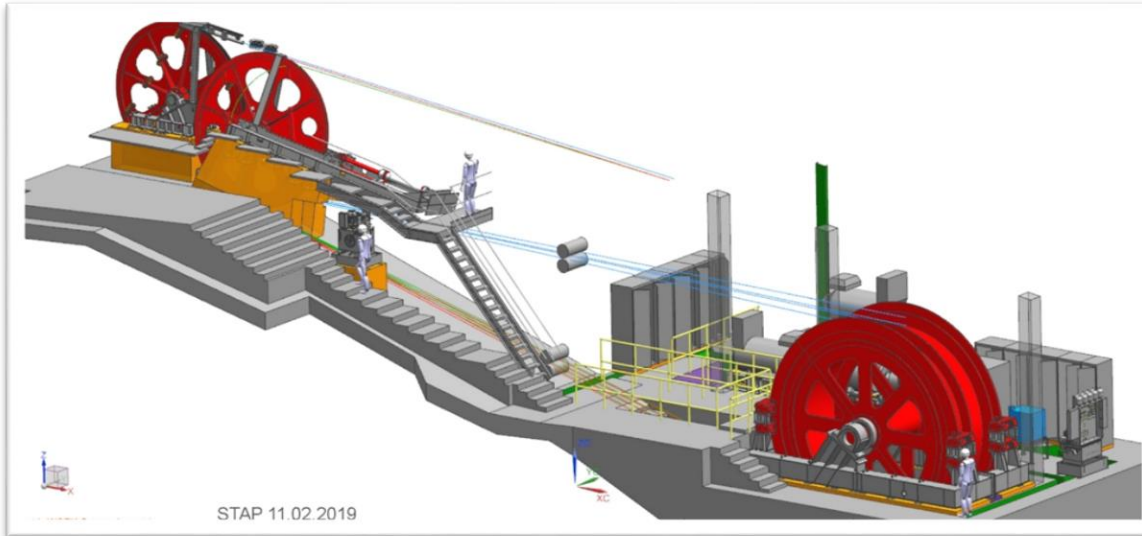
Increase indoor waiting capacity from 420 to 1300 passengers

室內乘客等候區總容量由420人增至1300人

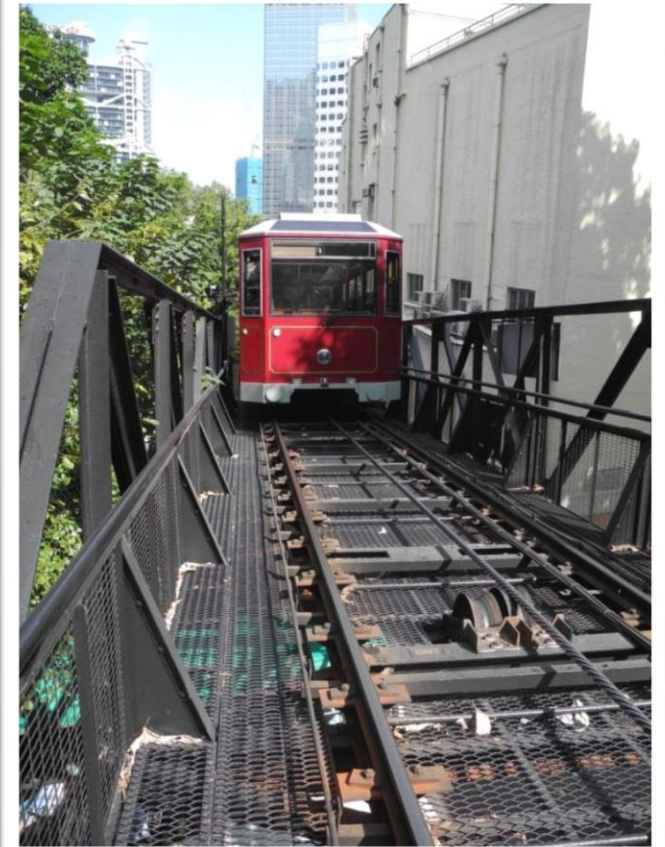


SYSTEM & INFRASTRUCTURE UPGRADE 系統和基建設施升級

New Haulage System and Ropes 新拖曳系統和纜索



Foundation and Bridge strengthening 鞏固地基及橋樑

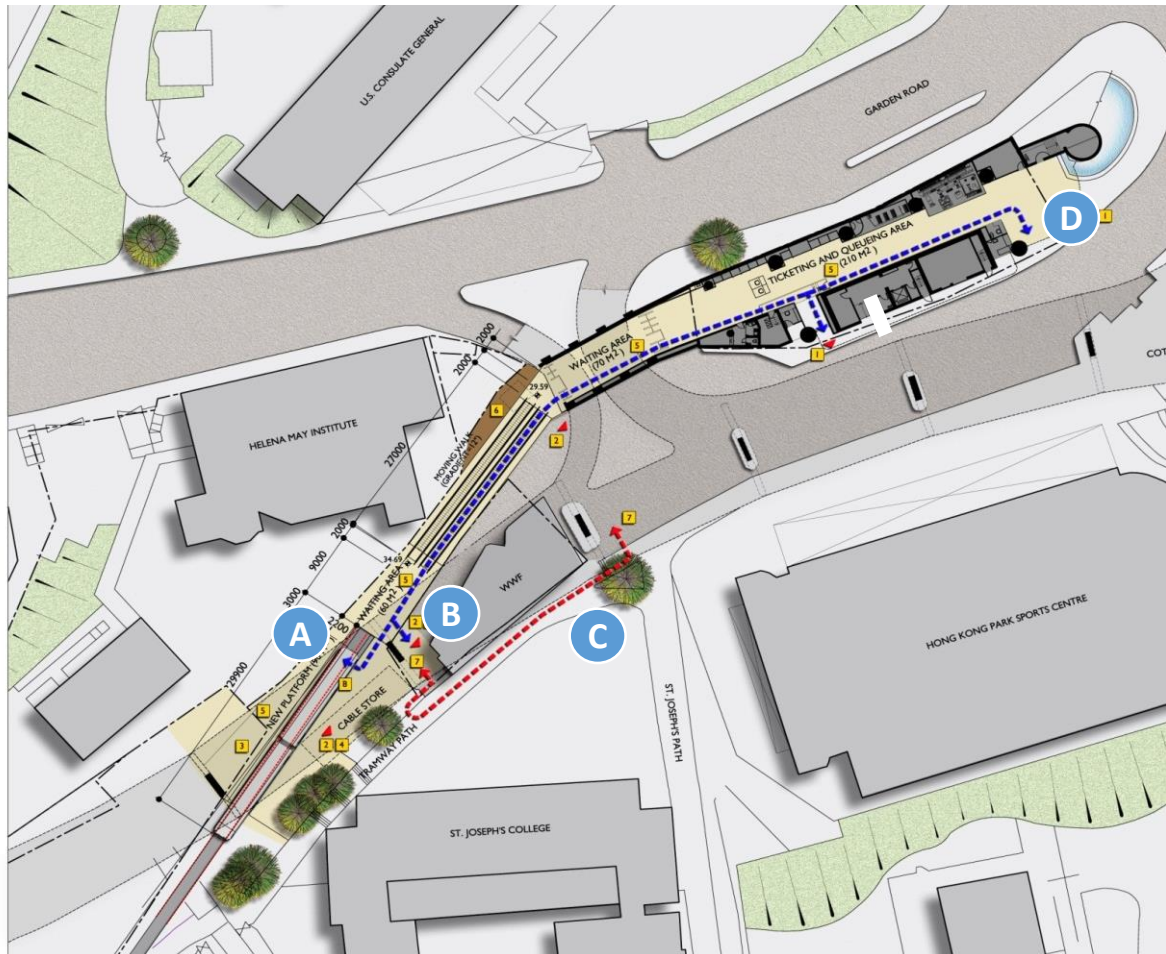


New stronger rails 更強大的路軌



ACCESS IMPROVEMENTS 下站進出改善

Access for persons with disabilities 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
由落車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 PROJECT

Hong Kong said farewell to the fifth-generation tramcars on 27th June 2021

2021年6月27日告別第五代山頂纜車



PEAK TRAM UPGRADE PROJECT

Fifth-generation tramcars were removed on the morning of 28th June 2021

2021年6月28日早上移離第五代山頂纜車



PEAK TRAM UPGRADE PROJECT

Haulage equipment removed from the Peak Tower haulage room

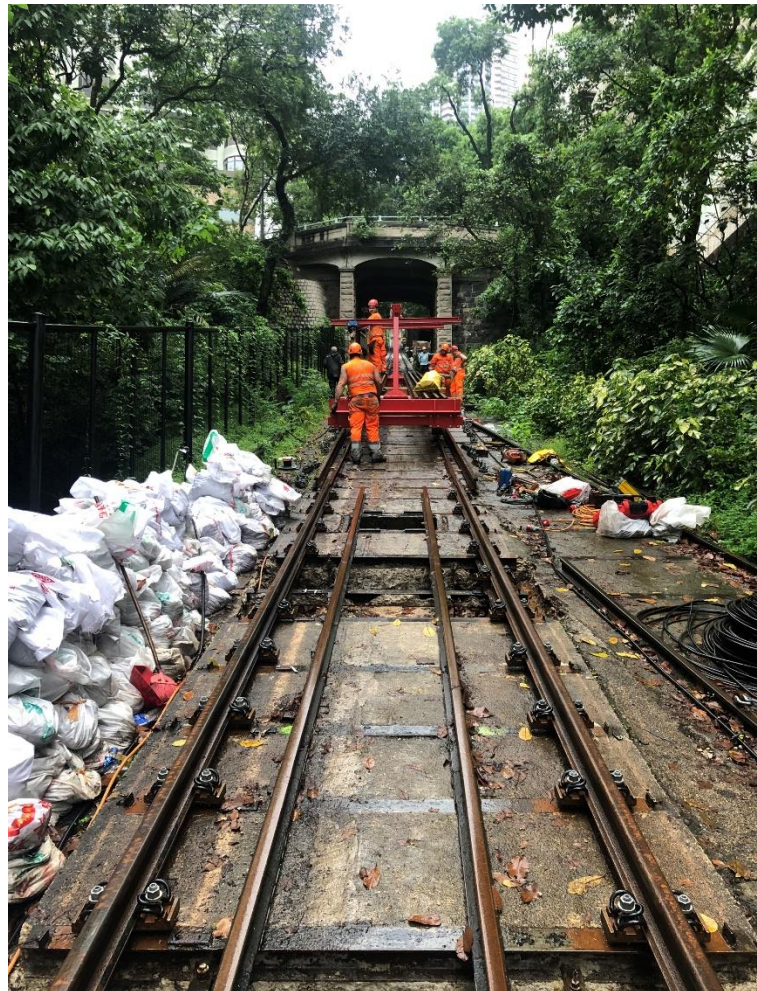
已拆除山頂纜車拖曳系統



PEAK TRAM UPGRADE PROJECT

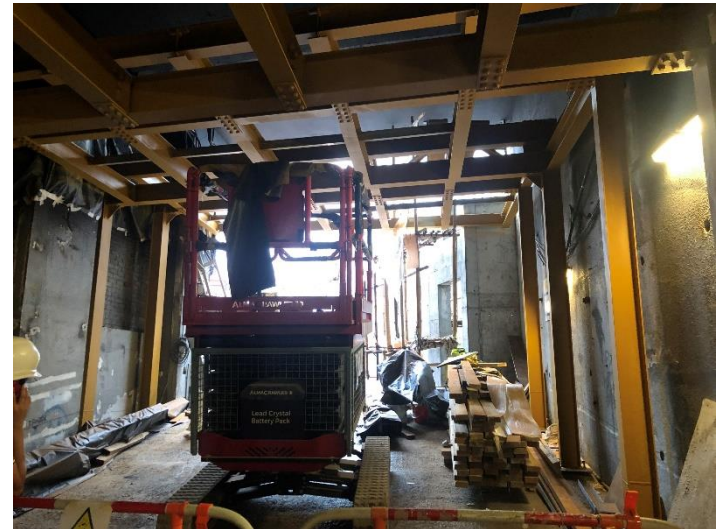
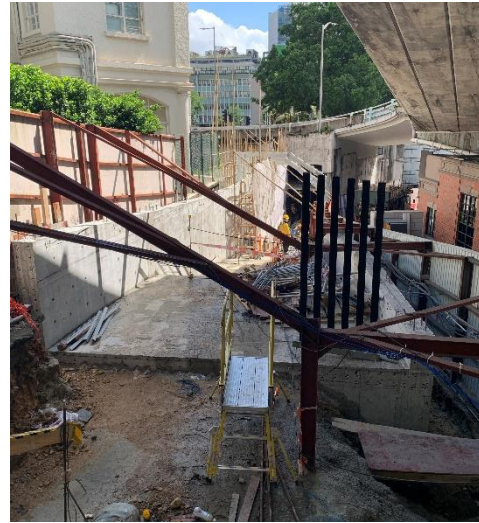
Old rails removed and new rails being laid on the track

移除舊路軌及鋪設新路軌



PEAK TRAM UPGRADE PROJECT

Extensive demolition and construction works ongoing at the former lower terminus
下站進行全面清拆及興建工程



PEAK TRAM UPGRADE PROJECT

New Tramcars built and tested in Switzerland, now being shipped to Hong Kong

在瑞士製造及測試的新纜車正船運來港



PEAK TRAM UPGRADE PROJECT

Haulage equipment built and tested in Europe, and delivered to Hong Kong

在歐洲製造及測試的拖曳設備已船運到港



PEAK TRAM UPGRADE PROJECT

Works scheduled for final phase 最後階段之工作：

- **Lower terminus expansion and refurbishment 下站擴建及裝修**
- **Upper terminus structure alteration and refurbishment 上站結構改建及裝修**
- **Remaining strengthening of bridges and slopes 橋樑及斜坡鞏固**
- **Strengthening of covered nullah under the lower terminus transit area 鞏固位於下站自動行人輸送帶地底的水渠**
- **Replacement of rails, pulleys and sleepers 更換路軌、鋼纜滑輪、路軌枕鐵**
- **Installation of haulage equipment, ropes, control and signalling system 安裝拖曳設備、路軌、控制及通訊系統**
- **Installation of new tramcars 安裝新纜車**
- **Testing and commissioning 測試和調試**
- **Staff training 訓練員工**



THE PEAK TRAM UPGRADE

Programme 工程時間表

- **Commenced in Dec 2018** 於2018年12月展開
- **First Suspension 23 April – 22 July 2019** 2019年4月23日至7月22日第一次服務暫停
- **Second Suspension commenced on 28 June 2021** 今年6月28日開始第二次服務暫停
- **Completion Target Late December 2021** 目標完工2021年12月底

