

**Panel on Transport**

**Subcommittee on Matters Relating to Railways**

**List of outstanding items for discussion**

(position as at 14 March 2008)

**Proposed timing  
for discussion**

**1. South Island Line (SIL)**

2 May 2008

The item was last discussed at the meeting on 11 January 2008 at which the Administration was requested to expedite the SIL project and provide a progress update on the project in May 2008, including the following information:

- (a) the policy considerations and planning parameters in the provision of railway stations in a district;
- (b) public consultation with the District Councils and local communities in the planning and implementation of the SIL project; and
- (c) provision of public toilets in SIL railway stations.

**2. Guangzhou – Shenzhen – Hong Kong Express Rail Link (ERL)**

To be confirmed

The Government has decided to adopt the Dedicated Corridor Option for the Hong Kong section of the ERL, as it will greatly shorten the traveling time between Hong Kong and Guangzhou, and greatly enhance the strategic status of Hong Kong as a regional transportation hub and a southern gateway to the Mainland. The Administration is examining KCRC's proposal for the project, and is exchanging views with the relevant Mainland authorities regarding the connection between the Hong Kong and Mainland sections of the ERL and on other technical issues. The Administration aims to complete the planning and design processes within 2008, and to commence construction in 2009.

**3. Northern Link**

To be confirmed

The item was last discussed on 15 January 2007.

**Proposed timing  
for discussion**

**4. Review of the Mass Transit Railway By-laws and North-west Railway By-laws**

To be confirmed

As a consequence of the merging of the operations of the MTR and the KCR systems, a number of amendments to the relevant subsidiary legislation were needed for the purpose of expanding the scope of the relevant regulations and bylaws. In May 2007, the House Committee agreed to form a subcommittee to study the draft subsidiary legislation relating to the rail merger.

In the course of deliberation, some members considered that there was a need to improve the two sets of bylaws (namely, the Mass Transit Railway By-laws and North-west Railway By-laws) as some provisions and offences therein were already outdated, and could not meet the present-day circumstances. On the other hand, some members were concerned about the drafting of some of the existing provisions. In their opinion, these bylaw provisions were not clearly defined, and hence the general public might inadvertently be caught by the provisions. The Subcommittee noted the policy decision of MTRCL that the objective of the then exercise was to amend the relevant bylaws where necessary for implementing the rail merger. MTRCL agreed that a comprehensive review of the bylaws would be conducted taking into account the experience of operating the integrated railway system after the merger as well as suggestions by members to improve individual bylaw provisions, and that the post-merger corporation would report the review result to the Legislative Council within 12 months after the rail merger.

Separately, Mr Albert CHAN had previously suggested that there was a need to review the situation of enforcement of certain regulations in the relevant bylaws. He pointed out that the broadcasting of advertisements and programmes carrying sounds by KCRC in its train compartments had been causing disturbance to passengers. He also observed that recently, some commercial entities were allowed to distribute pamphlets and conduct other promotional activities inside MTR stations and these commercial activities had caused nuisances to passengers.

**5. Port Rail Link**

To be confirmed

Last discussed at the Subcommittee meeting on 29 June 2004.

The proposed Port Rail Link will provide a freight rail corridor from Lo Wu to a new port rail terminal at Kwai Chung, via either East Rail or West Rail. According to the

**Proposed timing  
for discussion**

Administration, the timing for this rail line will depend on the build-up of rail freight demand. KCRC is now studying the feasibility of this rail link.

The Administration advised that it was still waiting for KCRC to revert on its proposal on the rail link.

Council Business Division 1  
Legislative Council Secretariat  
14 March 2008