

Panel on Transport

Subcommittee on Matters Relating to Railways

List of follow-up actions

(as at 17 February 2016)

Subject	Date of meeting	Follow-up action required	Latest position / Administration's response
<p>1. Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL")</p>	<p>22 November 2013, 4 and 14 December and 2015</p>	<p>The Administration/the MTR Corporation Limited ("MTRCL") were requested to:</p> <p>a) conduct an assessment on the projected economic benefits brought about by the construction of HKS of XRL, such as the growth in employment and economic activities of Hong Kong after commissioning of the rail link;</p> <p>b) evaluate the adverse impact on the projected economic benefits anticipated in (a) above under the following scenarios: (i) if the project was to be delayed to the third quarter of 2018; and (ii) if the project was to be suspended or even terminated due to the lack of funding;</p> <p>c) consequences and total costs to be incurred if all XRL contracts were to be terminated due to the suspension of the construction of HKS of XRL;</p>	<p>The Administration's responses to items (a) to (c) and (d) to (h) were issued vide LC Paper Nos. CB(4)333/15-16(02) and CB(4)394/15-16(01) respectively.</p> <p>The Administration's response to item (i) was issued vide LC Paper No. CB(1)782/13-14 (01) on 23 January 2014. MTRCL will liaise with the Legislative Council Secretariat in due course for necessary arrangement for the site visit. According to the Administration's paper [LC Paper No. CB(4)1412/14-15 (02)] issued in August 2015, the first XRL train, Rolling Stock (Contract 840), would be delivered to Hong Kong</p>

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		<p>d) provide statistics to further substantiate its assessment on the growth in economic benefits brought by and employment opportunities arising from the commissioning of HKS of XRL in (a) above;</p> <p>e) provide an updated assessment on the patronage forecast, economic benefit and operational viability of the HKS of XRL based on the information in the paper LC Paper No. CB(1)503/09-10(02) previously submitted to the Subcommittee in November 2009;</p> <p>f) provide a comparison of the economic benefits brought about by the co-location of boundary control facilities, i.e. immigration and customs clearance and quarantine inspections, of Hong Kong and the Mainland at the West Kowloon Terminus ("WKT") of the HKS of XRL ("the co-location arrangement") and the adoption of the separate-location model of such facilities in Hong Kong and the Mainland respectively;</p> <p>g) explain and elaborate: (i) whether Mainland laws/regulations relating to the immigration and customs clearance</p>	<p>at an appropriate time for testing.</p>

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		<p>and quarantine inspections arrangements to be adopted at WKT under the co-location arrangement are matters outside the limits of the autonomy of the Hong Kong Special Administrative Region ("HKSAR") in the context of Article 18 of the Basic Law ("BL"); and (ii) if yes, whether such interpretation may be in conflict with the "geographical boundary of HKSAR" as defined in BL;</p> <p>h) explain whether, under the proposed co-location arrangement at WKT, the relevant Mainland law enforcement official will be empowered to perform law enforcement actions, such as the exercising of the power of arrest, within WKT; and</p> <p>i) make arrangement for Subcommittee members to attend a site visit at an appropriate time after the delivery of the first set of high speed rail train to the Hong Kong site in 2014.</p>	

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2. Site visit to Light Rail stations	3 January 2014	The Legislative Council Secretariat will liaise with the Administration/MTRCL in due course to make arrangement for Subcommittee members to visit a busy Light Rail station to better understand the crowdedness of the train compartments and on the platform during peak hours at an appropriate time.	To be confirmed.
3. Capacity and loading of MTR trains	28 February 2014 and 23 October 2015	<p>The Administration/MTRCL were requested to –</p> <ul style="list-style-type: none"> a) provide information on when the service of West Rail Line would become saturated; b) provide the total patronage of different railway lines; and c) provide the total patronage of different railway lines during peak hours. 	<p>The Administration's response to items (a) and (b) was issued vide LC Paper No. CB(4)98/15-16(02) on 26 October 2015.</p> <p>As it has been tentatively scheduled for the Administration and MTRCL to brief the Subcommittee on "Capacity and loading of MTR trains" at the regular meeting scheduled for April 2016, a paper setting out patronage of different railway lines during peak hours (i.e. item (c)) will be provided for discussion at the meeting.</p>

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4. Mass Transit Railway By-laws (Cap. 556B) and Mass Transit Railway (North-west) Bylaw (Cap. 556H) ("the two sets of by-laws")	23 October 2015	The Administration/MTRCL was requested to, before the meeting scheduled to discuss the relevant issues, provide a paper setting out its plan to review the two sets of by-laws and the reasons of not implementing the proposed amendments to the two sets of by-laws put forward by MTRCL to the Subcommittee at the meeting on 4 June 2010.	Response awaited. As it has been tentatively scheduled for the Administration and MTRCL to brief the Subcommittee on "Mass Transit Railway By-laws and Mass Transit Railway (North-west Railway) Bylaw" at the regular meeting scheduled for April 2016, a paper setting out the Administration's/MTRCL's response will be provided for discussion at the meeting.
5. Progress update of the construction of the Shatin to Central Link	14 December 2015	The Administration was requested to ask the Civil Engineering Development Department and Antiquities and Monuments Office to provide an update on the progress of the investigation of the large metal object discovered on the seabed in the vicinity of the old Wan Chai Ferry Pier, and details of the on-going work to ascertain the historical value of the object and any planned conservation work in this regard.	Response awaited.