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Panel on Transport

Subcommittee on Matters Relating to Railways
Meeting on 1 December 2017

**Updated background brief on the construction of the Hong Kong section
of the Guangzhou-Shenzhen-Hong Kong Express Rail Link**

Purpose

This paper provides updated background information on the construction of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL"). It also summarizes the major views and concerns expressed by members of the Subcommittee on Matters Relating to Railways ("the Subcommittee") during previous discussions on this subject.

Background

2. XRL is an express rail of a total length of about 140 kilometres linking up Hong Kong with Guangzhou via Futian and Longhua in Shenzhen and Humen in Dongguan. Its terminus in Guangzhou will be located at Shibi, the centre of the Guangzhou-Foshan metropolitan area. The Mainland section of XRL will start from Shibi and enter Hong Kong via Huanggang.

3. HKS is approximately 26 kilometres long, which will be an underground railway running from the boundary at Huanggang to West Kowloon Station ("WKS") located at the north of the West Kowloon Cultural District, and between the Airport Express Kowloon Station and the West Rail Austin Station. The alignment plan and the chronology of major developments of HKS of XRL are in **Appendices I** and **II** respectively.

Funding arrangement

4. On 20 October 2009, the Chief Executive-in-Council ("CE-in-Council") approved the implementation of the HKS of XRL project. The Administration entered into an entrustment agreement with the MTR Corporation Limited ("MTRCL") on 26 January 2010 for the construction and commissioning of the project.¹ The construction works commenced in end January 2010, and were originally targeted for completion in 2015.

5. On 16 January 2010, Finance Committee ("FC") of the Legislative Council ("LegCo") approved the funding applications for (a) the construction of the railway works at an estimated cost of \$55 billion in money-of-the-day ("MOD") prices²; (b) the construction of the non-railway works at an estimated cost of \$11.8 billion in MOD prices³; and (c) special ex-gratia payments in relation to HKS of XRL at an estimated cost of \$86 million.

Monitoring mechanism

6. Under the abovementioned entrustment agreement, MTRCL is responsible for the overall management of the HKS of XRL project. The Administration has indicated that it would spare no effort in monitoring the works of MTRCL to ensure that the implementation of the project is within the approved project estimate, of good quality and on schedule. A flowchart and details of the monitoring mechanism as set out in a paper provided by the Administration to the Subcommittee on 16 April 2010 are in **Appendix III**.

Delay of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project

7. On 15 April 2014, the Administration and MTRCL announced that it would be impossible to complete the construction of HKS of XRL by the original target of 2015 due to inclement weather and difficult geological conditions. According to MTRCL, based on the latest assessment of the progress of the works at that time, the completion date of the construction of

¹ The HKS of XRL project has been undertaken under the concession approach. Under this approach, the Administration is responsible for the construction costs of the railway project whilst MTRCL is entrusted with the planning and design of the project. Upon completion of the construction, the Administration is expected to invite MTRCL to operate the railway service under a separate concession agreement.

² Please refer to LC Paper No. PWSC(2009-10)68 for details.

³ Please refer to LC Paper No. PWSC(2009-10)69 for details.

HKS of XRL would be postponed to 2016, and with the time required for testing and trial runs to ensure safe operations, the opening of the line for service would be in 2017.

Select Committee formed in the Legislative Council

8. At the Council meeting of 25 June 2014, Hon WU Chi-wai and Hon Charles Peter MOK presented a petition in connection with the delay of the HKS of XRL project. The request of Hon Charles Peter MOK for the petition to be referred to a select committee was supported by 21 Members who rose in their places. The petition was thus referred to a select committee under Rule 20(6) of the Rules of Procedure.

9. The Select Committee to Inquire into the Background of and Reasons for the Delay of the Construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link commenced its work in December 2014 and tabled its report at the Council meeting of 6 July 2016.⁴ The Select Committee made six recommendations on how the Administration could enhance supervision of construction of railway projects and strengthen the control mechanism of MTRCL in delivering railway projects in future. The recommendations included improving institutional arrangements under the concession approach; improving the corporate governance of MTRCL; enhancing communication with LegCo and the public; emphasizing the spirit of cooperation and trust between the contracting parties in the Administration works contracts; recruiting professionals/experts and training professionals within the Administration to monitor the implementation of railway projects; and ensuring a steady supply of manpower throughout the implementation of future railway projects.

Reporting on progress and financial situation of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project

10. At the meeting of the Subcommittee in April 2010, members agreed that reports on progress update and financial situation of the construction of the HKS of XRL should be submitted at six-month intervals. The Administration has submitted such reports to the Subcommittee at quarterly intervals since the fourth quarter of 2014 to enhance the reporting to LegCo on the progress update and financial situation of the construction of HKS of XRL. The last quarterly report received by LegCo covered the period ending 30 June 2017.

⁴ Hyperlink of the report:
http://www.legco.gov.hk/yr14-15/english/sc/sc_gshkerl/report/gshkerl_rpt-e.pdf

Latest position on the programme to complete and cost to complete

11. On 30 June 2015, MTRCL submitted to the Administration a revised programme to complete ("PTC") and cost to complete ("CTC") for the HKS of XRL project. According to MTRCL's assessment, the commissioning of HKS of XRL would have to be delayed further from the end of 2017 to the **third quarter of 2018** (including a six-month contingency period), and the amount of CTC would have to be revised to \$85.3 billion (including a revised total project cost of \$83.2 billion and \$2.1 billion for contingency). The then CTC of \$85.3 billion was 31.2% more than the entrustment fee of \$65 billion⁵, and 19.3% more than MTRCL's revised CTC of \$71.5 billion announced in August 2014.⁶

12. MTRCL explained that the major causes of project delay included unforeseen site conditions, issues relating to tunnel boring machines, fast-tracked front end and design variations, lower than anticipated production rates and labour shortage. A six-month contingency period would be needed to account for known risks and uncertainties. As for CTC, the higher cost was due to factors including programme extension, additional costs relating to changes in work scope or methodologies resulted from unforeseen events, and additional project costs particularly labour and material costs.

13. According to the Administration's assessment of MTRCL's revised PTC and CTC, in order to achieve the revised PTC of third quarter of 2018, MTRCL had to closely monitor the progress of the critical contracts, timely discuss with the relevant contractors on the implementation of the revised programme, and establish an effective risk monitoring system to monitor mitigation measures which could effectively reduce the project risks. In relation to the revised CTC, it was ultimately reduced to \$84.42 billion.

14. In view of the cost overrun of the HKS of XRL project, the Administration reached an agreement ("the XRL Agreement") with MTRCL on 30 November 2015 that:

⁵ According to the information provided by MTRCL (LC Paper No. CB(4)1228/14-15(01)), a sum of \$65 billion was allocated by the Government from the approved funding of \$66.8 billion in MOD prices to MTRCL to carry out the construction and commissioning of the HKS of XRL project in accordance with the entrustment agreement dated 26 January 2010.

⁶ MTRCL announced in August 2014 that CTC for the HKS of XRL project would be \$71.52 billion. The estimate was based on PTC under which HKS of XRL would be commissioned by the end of 2017.

- (a) the Administration shall bear and finance HKS of XRL project cost overrun up to \$19.42 billion, with any further cost overrun to be borne and financed by MTRCL;
- (b) MTRCL shall pay a Special Dividend at \$4.4 per share to its shareholders (including the Government as the majority shareholder);
- (c) the Administration reserved its right to take MTRCL to arbitration on the Corporation's liability and, as part of the arbitration, to challenge the cap on MTRCL's liability stipulated in the entrustment agreement signed between the Administration and MTRCL in January 2010; and
- (d) if the arbitrator determines that (i) MTRCL's liability cap is valid, and (ii) but for the liability cap, the Corporation's liability for the current cost overrun would exceed the liability cap, MTRCL will have to seek independent shareholders' approval at an extraordinary general meeting in order to pay its excess liability (i.e. liability beyond the cap).

However, the XRL Agreement was conditional upon (a) the approval of MTRCL's independent shareholders at an extraordinary general meeting; and (b) the approval by FC of the funding for financing the current cost overrun within the legislative year 2015-2016. At MTRCL's General Meeting held on 1 February 2016, its independent shareholders supported the resolution to approve, confirm and ratify the terms of the XRL Agreement. Also, FC approved the funding application on 11 March 2016.

15. According to the last progress report by MTRCL, as at end of June 2017, the overall progress of the HKS of XRL project was 94.3%, which was ahead of the planned progress of 88.9% based on the target of commissioning of the XRL in the third quarter of 2018. According to the assessment made by the Highways Department ("HyD"), the most critical parts of the entire XRL project are currently the construction of WKS, the works for port area facilities, and the works for electrical and mechanical ("E&M") systems currently being carried out in the WKS. The Administration would focus the monitoring work on the progress of these works. Specific details of the works progress are set out in the progress report in the Annex to LC Paper No. CB(4)1628/16-17(01).

Major concerns raised by members of the Subcommittee on Matters Relating to Railways

16. Members of the Subcommittee have expressed views and concerns on the HKS of XRL project at its meetings. Their major views and concerns are summarized in the ensuing paragraphs.

Latest works progress

17. Members had long been gravely concerned about the continuous delay of the HKS of XRL project. When reviewing the last progress report by MTRCL covering the period ending 31 December 2016, members sought confirmation on whether the revised commissioning target of HKS of XRL in the third quarter of 2018 had taken into account the time required for testing and commissioning ("T&C") as well as the trial operations of the whole railway system. Given that the progress of the Mainland section of the cross-boundary tunnels connecting to the high-speed rail network of the Mainland would affect the programme of the integrated T&C and trial operations of XRL, members also requested for explanation in this respect. With particular regard to the critical areas of the installation of external wall systems for the steelwork of the Station Entrance Building ("SEB"), and concrete structural works on various floor levels of WKS in relation to the construction of WKS North, members asked for details of the relevant situation.

18. In response, MTRCL advised that the revised commissioning target in the third quarter of 2018 had already taken into account the time required for T&C and trial operations. As regards the progress of the Mainland section of the cross-boundary tunnels, the Administration advised that HyD would continue to liaise with relevant Mainland authorities concerned and closely monitor the progress of the remaining works with the assistance of its Monitoring and Verification Consultant. In respect of the construction of SEB, MTRCL stated in its progress report for the period ending 30 June 2017 that the fabrication of glazing panels and aluminum panels in fabrication yards was substantially completed. The installation of glazing system progressed as planned while the progress of internal and external aluminum panel system installation was behind schedule, but had not affected the overall progress of works at the moment. The concrete structural works on various floor levels of the WKS was nearing completion as well.

Implementation of Hong Kong and Mainland customs, immigration and quarantine procedures at the West Kowloon Station

19. In view of the target commissioning of HKS of XRL in the third

quarter of 2018, members expressed pressing concerns about the progress and details of the implementation of Hong Kong and Mainland customs, immigration and quarantine ("CIQ") procedures at WKS ("the co-location arrangement"). Given the tight time frame, members repeatedly called on the Administration to expedite discussion with the Mainland authorities and put forward a concrete proposal including implementation timetable for and details of the co-location arrangement for early discussion and scrutiny by LegCo.

20. Some members were deeply concerned that the co-location arrangement would have a major impact on the implementation of the Basic Law and "One Country, Two Systems" in Hong Kong. Yet, they were disappointed that the issues remained unresolved after years of study by the Administration. They demanded the Administration to disclose details in particular the most critical issue of how Mainland officials were to be allowed to implement Mainland CIQ-related rules at WKS.

21. Some other members were of the view that implementation of the co-location arrangement, which was not without precedents, was critical to fully unleashing the transport, social and economic benefits of the HKS of XRL project. However, as the issues were very controversial, they considered that the Administration should devise a contingency plan in case relevant local legislative work could not tie in with the commissioning of HKS of XRL.

22. The Administration responded that the co-location arrangement involved many complicated constitutional, legal and operational issues. In view of the tight time frame, the Administration has been discussing with the relevant Mainland authorities on the legal arrangement for implementing the co-location arrangement to tie in with the target commissioning date. Both sides agreed that the target should be to implement the co-location arrangement that would comply with both the Basic Law and the principle of "One Country, Two Systems".

23. Some members expressed concern on the construction of a Mainland port area ("MPA") inside WKS before the co-location arrangement was finalized. The Administration advised that the construction of boundary control facilities was included in the funding application for the HKS or XRL project approved by the Finance Committee back in January 2010.

Operation of HKS of XRL

24. Some members enquired about the details of the discussions between the Administration and MTRCL on the operation of HKS of XRL, including

the terms of the service concession. They were concerned when the Administration would announce the operational details of HKS of XRL, such as the Mainland cities to be connected by XRL and the fare levels.

25. The Administration responded that the HKS of XRL project had been taken forward on the assumption that MTRCL would be invited to operate HKS of XRL under a service concession approach. The Administration had already commenced discussion with MTRCL in this regard. Besides, discussions with the Mainland railway authorities and MTRCL on the operational details of HKS of XRL, including fare setting, were underway.

Cost overrun

26. Over the years, the HKS and XRL project had been plagued by serious cost overrun. Members enquired about the reasons for significantly reducing the cost estimate of the project from \$98 billion to \$67 billion back in 2009. The Administration responded that the \$67 billion cost estimate was derived after several rounds of discussions between the Administration and MTRCL, and the amount had been reviewed by third party experts. The Administration pointed out that the return tender prices for the works contracts in 2010 received by MTRCL were lower than MTRCL's original cost estimate.

27. When discussing the revised PTC and CTC at the Subcommittee meeting on 3 July 2015, the Administration expressed grave concern about the further delay and cost overrun of the HKS of XRL project. The Administration was of the view that MTRCL, being the entrusted project manager of the HKS of XRL project, should bear the greatest responsibility and duty to control project costs and manage risks.

28. As the amount of unresolved claims from contractors stood at \$23.357 billion as at 31 December 2015, members were worried that the total CTC for HKS of XRL project might eventually exceed the revised CTC at \$84.42 billion. The Administration advised that the amount of unresolved claims was the total amount of claims lodged by contractors, not the actual amount of claims resolved. MTRCL would assess each claim in accordance with relevant contract provisions. Substantiated claims would be reviewed by the Administration and their Monitoring and Verification Consultant and finally approved by MTRCL's Project Control Group. As at 30 June 2017, MTRCL had received 1 053 substantiated claims and the amount claimed in total was approximately \$29.8 billion. A total of 258 cases were resolved and about \$8.615 billion was awarded.⁷

⁷ Please refer to page 13 of Annex to LC Paper No. CB(4)1628/16-17(01) for details.

29. Given the serious delay and cost overrun of HKS of XRL, some Subcommittee members had in the past suggested halting the project or part of the project to avoid further loss of public money, but other members had reservation on halting the project as it would adversely affect the economic development and reputation of Hong Kong. The Administration responded that the most important and primary objective was to contain cost and try to complete the whole project as quickly as possible. The Administration further advised that if the HKS of XRL contracts were to be suspended or terminated, there would be additional expenditure incurred to the project to be financed by the Administration.

The XRL Agreement

30. In the light of the XRL Agreement, some members considered that the paying of Special Dividends to the Administration through the raising of debts by MTRCL to cover the project cost overrun would have the effect of passing the debt liabilities to MTRCL shareholders, and that the public would be affected as MTRCL might increase fares or cancel some fare concession measures to maintain its profit level.

31. MTRCL explained that it was not uncommon in the commercial sector for listed companies to raise debts for financing the paying of dividends to shareholders. As regards MTR fares, an adjustment mechanism was already in place to review MTR fares each year.

32. On members' enquiries about the provisions relating to the financing of further cost overrun in section B of the XRL Agreement⁸, MTRCL explained that the XRL Agreement provided certain exemptions under which MTRCL should have no obligation to finance the further cost overrun exceeding \$84.42 billion, but the occurrence of such exemptions (e.g. the occurrence of *force majeure* events, changes in legislation that affected the overall construction cost and suspension to underlying contracts of the project) would be rare. There was another provision in the XRL Agreement that if the Administration was required to pay or paid an amount of the entrustment cost that formed part of the further cost overrun, MTRCL would indemnify the Administration of such amount paid by the Administration as soon as reasonably practicable.

33. In reply to members' enquiry about why the Administration chose to pursue MTRCL's liabilities through arbitration instead of other means, the Administration said that the entrustment agreement signed between the

⁸ Please refer to section B of Annex II (Summary of the XRL Agreement) to LC Paper No. CB(4)280/15-16(03) for details.

Administration and MTRCL provided that the settlement of disputes between the two parties would be pursued through arbitration, which was also less time-consuming and less costly as compared to other means of settlement.

Safety performance of trains

34. Members expressed concern about the safety performance of the high speed trains for HKS of XRL. Members referred to some media reports saying that XRL trains would not be able to comply with EN15227 standard on crashworthiness for trains. In response, the Administration informed the Subcommittee that they had requested MTRCL to submit the report to be prepared by independent consultants on verification of the strength of XRL trains in respect of train crashworthiness.

35. According to the information provided by the Administration in June 2016, HyD and the Electrical and Mechanical Services Department ("EMSD") had completed reviewing the Collision Risk Assessment Report submitted by MTRCL, and agreed that MTRCL had taken reasonably practicable safety protection measure to prevent high speed train collision in accordance with the practice of international railway industry. HyD and EMSD also noted that MTRCL had employed an independent consultant to verify that the Active Safety Protection and associated risk management of the trains were in compliance with EN15227 standard and the risk had been reduced to acceptable level.

36. In addition to the Collision Risk Assessment Report, MTRCL engaged the manufacturer of the CRH380A trains procured by MTRCL to perform Train Collision Analysis. Separately, EMSD, MTRCL and the train manufacturer engaged independent consultants to review the Train Collision Analysis Report. The analysis and independent reviews all came to the conclusion that the CRH380A trains procured by MTRCL could withstand a collision at 25 kilometres per hour under the collision scenario mentioned in EN15227 standard.

37. Some members further enquired why XRL trains, unlike the trains for the Shatin to Central Link ("SCL"), were not required to comply with EN15227 standard on crashworthiness for trains. MTRCL explained that the safety requirements between HKS of XRL and SCL were not directly comparable as HKS of XRL had adopted a dedicated line design with proactive safety measures and hence situations of collision between trains, or with a freight train or large obstacles would not happen, whereas there would be a mixed operation of the East Rail Line trains and Intercity Through Trains on the North-South Corridor of SCL.

Labour shortage problem

38. Members were also concerned about the labour shortage problem for the HKS of XRL project and urged the relevant bureaux, including the Transport and Housing Bureau and the Labour and Welfare Bureau, to assist MTRCL in solving the labour shortage problem. At the Subcommittee meeting on 3 July 2015, members enquired whether the revised PTC for the HKS of XRL project had taken into account the risks and uncertainties arising from the shortage of skilled workers, and the number of imported workers required for the completion of the project according to the revised PTC. MTRCL responded that the revised PTC, which included a six-month contingency period, had taken into account the known risks and uncertainties, including shortage of labour supply. Notwithstanding this, MTRCL strived to increase the number of workers under the Supplementary Labour Scheme ("SLS") and "first-hire-then-train" project.

39. At the Subcommittee meeting on 27 June 2016, MTRCL informed members that HKS of XRL project moved towards installation and finishing works, the demand for E&M workers would grow from the then 400 E&M workers to around 1 000 in the following 12 to 20 months. E&M workers released from the Kwun Tong Line Extension and South Island Line (East) could only fill up some of the vacancies. In this connection, in view of the short supply of E&M workers, the contractor of HKS of XRL was applying to import around 160 E&M workers under SLS. Regarding the construction of WKS, around 4 000 workers worked on site at that moment. The contractor would apply to import workers under SLS for WKS as required.

Other issues

40. Members also expressed the following concerns in previous Subcommittee meetings:

- (a) construction safety of the HKS of XRL project;
- (b) the signalling system of the HKS of XRL project, including the procurement and compatibility of the signalling systems for both HKS and the Mainland section of XRL; and
- (c) provision of pedestrian links connecting WKS with the Kowloon Station, as well as escalators and lifts nearby.

41. At the meeting of 10 February 2017, members noted from MTRCL and the Administration that WKS would house 15 platforms serving both long-haul and shuttle high-speed rail services. At the initial stage of commissioning, 10 platforms, among which four would serve shuttle trains

and six would serve long-haul trains, would be in use. The remaining five platforms might be opened at a later stage depending on the patronage growth. Upon commissioning, XRL, which would connect with the national high-speed rail network, would provide high speed rail services to some 16 major Mainland cities, including Beijing, Shanghai, Guangzhou and Wuhan.

Latest developments

42. The CE-in-Council endorsed at its meeting on 25 July 2017 the co-location arrangement. Under the co-location arrangement, passengers will be able to complete both Hong Kong and Mainland CIQ procedures in one go at WKS. Without such arrangement, passengers might only board or alight at Mainland stations equipped with clearance facilities.

43. The Administration stressed that the Hong Kong and Mainland authorities had conducted detailed study on the co-location arrangement to ensure that it should comply with the Basic Law; have to be feasible and effective from the operational perspective; and able to manage security risk robustly. With reference to the case of the Shenzhen Bay Port, the Hong Kong Special Administrative Region ("HKSAR") Government and the relevant Mainland authorities recommended adopting a "Three-step Process" in implementing the co-location arrangement at the WKS.

44. The Administration briefed Members on the co-location arrangement and answered Members' questions on relevant matters at a special House Committee meeting on 3 August 2017 and a joint meeting of Panel on Transport, Panel on Security and Panel on Administration of Justice and Legal Services on 8 August 2017 respectively.

45. At the Council meeting of 15 November 2017, a Government motion in respect of taking forward the follow-up tasks of the co-location arrangement at WKS of the HKS of XRL was passed.

46. On 18 November 2017, the HKSAR Government signed the Co-operation Arrangement with the People's Government of Guangdong Province on the Establishment of the Port at WKS for implementing the co-location arrangement. The contents of the Arrangement include the establishment of port areas, the area and jurisdiction of MPA, immigration control on travellers, liaison and coordination mechanism and emergency handling mechanism, consultation on and resolution of disputes, as well as the arrangement for amending the Co-operation Arrangement and its effective date. Venues and space within the area of MPA will be made available by HKSAR to the Mainland side for use and for exercising jurisdiction in accordance with the Co-operation Arrangement.

47. The Administration plans to update the Subcommittee on the progress of the construction of HKS of XRL at the meeting to be held on 1 December 2017.

Council questions and relevant papers

48. Lists of Council questions raised by Members in the Fifth and Sixth LegCo and relevant papers were set out in **Appendices IV** and **V** respectively.

Council Business Division 4
Legislative Council Secretariat
27 November 2017



圖例
LEGEND

- + - 特別行政區界
BOUNDARY OF SPECIAL ADMINISTRATIVE REGION
- 現有鐵路路線
EXISTING RAIL LINE
- 擬建廣深港高速鐵路香港段
PROPOSED HONG KONG SECTION OF THE GUANGZHOU-SHENZHEN-HONG KONG EXPRESS RAIL LINK
- - - 擬建廣深港高速鐵路內地段
PROPOSED MAINLAND SECTION OF THE GUANGZHOU-SHENZHEN-HONG KONG EXPRESS RAIL LINK
- 通風大樓
VENTILATION BUILDING (VB)
- 大江埔緊急救援入口
TAI KONG PD EMERGENCY ASSESS POINT

The proposed alignment of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL)

資料來源：於2014年5月發出的立法會CB(1)1328/13-14(03)號文件 Source: LC Paper No. CB(1)1328/13-14(03) issued in May 2014

<p>圖則名稱 drawing title 工務計劃項目第53TR號 廣深港高速鐵路香港段 - 鐵路建造工程 香港段位置圖 PWP ITEM NO. 53TR HONG KONG SECTION OF GUANGZHOU-SHENZHEN-HONG KONG EXPRESS RAIL LINK - CONSTRUCTION OF RAILWAY WORKS LOCATION PLAN OF HONG KONG SECTION</p>	<p>設計 designed K. K. LEI 23/11/09 繪圖 drawn Y. L. MA 23/11/09 核對 checked K. K. LEI 23/11/09 核准 approved C. W. YUNG 23/11/09</p>	<p>圖號 drawing no. HRWXRL002-SP0009 版權所有 COPYRIGHT RESERVED 鐵路拓展處 RAILWAY DEVELOPMENT OFFICE 路政署 HIGHWAYS DEPARTMENT</p>
	<p>S. H. LAM 23/11/09 總工程師 日期 CHIEF ENGINEER DATE</p>	<p>3 297X420</p>

Chronology of major developments of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") project

- In 2000, the XRL project (formerly named Regional Express Line) was first recommended for implementation under the Railway Development Strategy 2000.
- In March 2005, it was agreed XRL would have its termini at West Kowloon of Hong Kong and Shibi of Guangzhou, with intermediate stations at Longhua of Shenzhen, and Humen of Dongguan.
- In July 2005, the Kowloon Canton Railway Corporation recommended two alignment options for HKS of XRL: namely, building a new dedicated rail track from the West Kowloon Terminus to the boundary ("the Dedicated Corridor Option") or sharing the tracks of the Kowloon Southern Link, the West Rail Line ("WRL"), the proposed Northern Link and a new rail track to the boundary ("the Shared Corridor Option").
- In January 2006, having considered the financial aspect, the potential impact on WRL service and the patronage forecast based on the planning assumptions at that time, the Chief Executive-in-Council ("CE-in-Council") decided that HKS of XRL should proceed on the basis of the Shared Corridor Option.
- Subsequently, several planning changes were made to the Mainland section of XRL bearing significant implications to the choice of corridor option for HKS –
 - possible increase in the long-haul train services;
 - addition of a new XRL station at Futian, Shenzhen connecting to a newly proposed Rapid Transit System rail line; and
 - Ministry of Railway's requirement to deploy wider train cars up to 3.4 metres ("m") wide for XRL.

As a result, if the Shared Corridor Option was to be adopted, the increase in XRL patronage and train frequency would saturate WRL corridor shortly after the opening of XRL.

In addition, the deployment of new train cars of up to 3.4 m-wide for XRL would conflict with the platform configurations of three WRL Stations, which were designed for train cars no more than 3.1 m wide. This would necessitate modification of the platforms concerns and the works would take about three years with each affected platform closed for six months.

- On 17 April 2007, in view of the above and the effectiveness of the Dedicated Corridor Option in connecting with the national railway network, CE-in-Council decided that the Dedicated Corridor Option should be adopted in-principle for HKS of XRL.
- On 2 August 2007, the Chief Executive ("CE") announced the decision of adopting the Dedicated Corridor Option after the Tenth Plenary of the Hong Kong/Guangdong Co-operation Joint Conference.
- In October 2007, CE announced the proposed HKS of XRL as one of the 10 major infrastructure projects.
- On 22 April 2008, CE-in-Council decided to invite the MTR Corporation Limited ("MTRCL") to proceed with further planning and design of HKS of XRL. On 8 July 2008, the Finance Committee ("FC") approved the funding for the design and site investigation of HKS of XRL.
- The railway scheme of HKS of XRL was gazetted under the Railways Ordinance on 28 November and 5 December 2008. Detailed design commenced in January 2009.
- On 20 October 2009, CE-in-Council approved the implementation of the HKS of XRL project and the Administration's recommendation to seek funding approval from FC so that the construction of the project could start before the end of 2009 for commissioning in 2015.
- At the meeting of the Public Works Subcommittee ("PWSC") on 3 December 2009, the funding proposals for the HKS of XRL project and the special ex-gratia rehousing package were endorsed by PWSC.
- On 16 January 2010, the relevant funding proposals were approved by FC.
- In June 2010, the Administration submitted the 1st half-yearly report for the period between 16 January and 30 June 2010, which was discussed at the Subcommittee on Matters Relating to Railways ("the Subcommittee") meeting on 6 July 2010.
- In March 2011, the Administration submitted the 2nd half-yearly report for the period between 1 July and 31 December 2010, which was discussed at the Subcommittee meeting on 20 May 2011.
- In September 2011, the Administration submitted the 3rd half-yearly report for the period between 1 January and 30 June 2011.
- In April 2012, the Administration submitted the 4th half-yearly report for the period between 1 July and 31 December 2011.

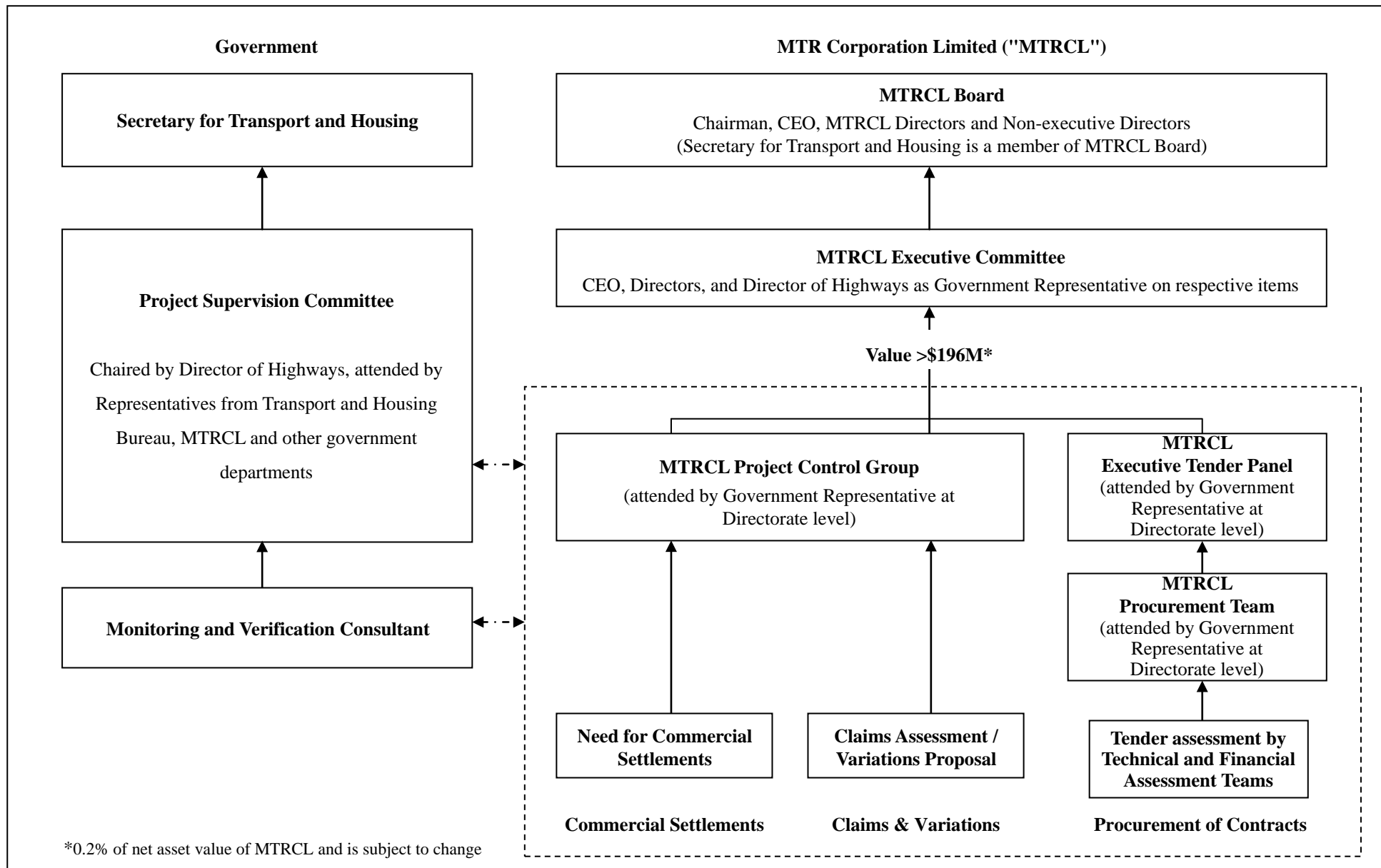
- In October 2012, the Administration submitted the 5th half-yearly report for the period between 1 January and 30 June 2012.
- In May 2013, the Administration submitted the 6th half-yearly report for the period between 1 July and 31 December 2012, which was discussed at the Subcommittee meeting on 24 May 2013.
- In October 2013, the Administration submitted the 7th half-yearly report for the period between 1 January and 30 June 2013, which was discussed at the Subcommittee meeting on 22 November 2013.
- On 15 April 2014, the Administration and MTRCL announced that the opening of HKS of XRL for service would be delayed to 2017. In May 2014, the Administration submitted a paper to provide the Subcommittee with information on the latest position of the construction of HKS of XRL, which included construction progress of HKS of XRL as at end March 2014.
- In November 2014, the Administration submitted a half-yearly report on the major works progress, indicators and financial situation of the HKS of XRL project for the period between 1 April and 30 September 2014, which was discussed at the Subcommittee meeting on 2 January 2015.
- In March 2015, the Administration submitted a quarterly report on the major works progress, indicators and financial situation of the HKS of XRL project for the period between 1 October and 31 December 2014, which was discussed at the Subcommittee meeting on 6 March 2015.
- In May 2015, the Administration submitted a quarterly report on the major works progress, indicators and financial situation of the HKS of XRL project for the period between 1 January and 31 March 2015, which was discussed at the Subcommittee meeting on 19 May 2015.
- On 30 June 2015, MTRCL submitted revised estimates of programme to complete ("PTC") and cost to complete ("CTC") of the HKS of XRL project. The project had to delay further from the end of 2017 to the third quarter of 2018 (including a six-month contingency period), and CTC was estimated to be \$85.3 billion (including a revised project cost of \$83.2 billion and \$2.1 billion for contingency). On 3 July 2015, the Subcommittee held a meeting with the Administration and MTRCL to discuss the revised PTC and CTC.
- In August 2015, the Administration submitted a quarterly report on the progress update of the construction of the HKS of XRL project covering the period ending 30 June 2015.
- On 30 November 2015, the Administration reached an agreement ("the XRL Agreement") with MTRCL in view of the cost overrun of the HKS of XRL project.

- In November 2015, the Administration submitted its assessment of MTRCL's review results on the revised PTC and the revised CTC. According to the Administration, an additional total amount of \$19.6 billion will be needed by July 2016 on top of the funding that FC approved in January 2010 to take forward the HKS of XRL project.
- In November 2015, the Administration submitted a quarterly report on the progress update of the construction of the HKS of XRL project covering the period ending 30 September 2015.
- On 23 December 2015, the Administration submitted applications for additional funding of \$19.6 billion to PWSC.
- On 1 February 2016, MTRCL's independent shareholders supported the resolution to approve, confirm and ratify the terms of the XRL Agreement.
- On 5 February 2016, the Administration submitted the funding applications of \$19.6 billion to FC.
- In February 2016, the Administration submitted a quarterly report on the progress update of the construction of the HKS of XRL project covering the period ending 31 December 2015.
- On 11 March 2016, FC approved the funding applications of \$19.6 billion.
- In June 2016, the Administration submitted a quarterly report on the progress update of the construction of the HKS of XRL project covering the period ending 31 March 2016.
- In September 2016, the Administration submitted a quarterly report on the progress update of the construction of the HKS of XRL project covering the period ending 30 June 2016.
- In December 2016, the Administration submitted a quarterly report on the progress update of the construction of the HKS of XRL project covering the period ending 30 September 2016.
- In February 2017, the Administration submitted a quarterly report on the progress update of the construction of the HKS of XRL project covering the period ending 31 December 2016.
- In May 2017, the Administration submitted a quarterly report on the progress update of the construction of the HKS of XRL project covering the period ending 31 March 2017.
- On 25 July 2017, the Chief Executive in Council endorsed at its meeting the implementation of Hong Kong and Mainland customs, immigration and quarantine procedures at the West Kowloon Station of the HKS of XRL ("co-

location arrangement").

- On 2 August 2017, a visit to the site of West Kowloon Station and Shek Kong Stabling Sidings was arranged by the MTRCL for LegCo Members.
- In September 2017, the Administration submitted a quarterly report on the progress update of the construction of the HKS of XRL project covering the period ending 30 June 2017.
- At the Council meeting of 15 November 2017, a Government motion not intended to have legislative effect on taking forward the follow-up tasks of the co-location arrangement at the West Kowloon Station of the HKS of XRL was passed.
- On 18 November 2017, the Government of Hong Kong Special Administrative Region signed the Co-operation Arrangement with the People's Government of Guangdong Province on the Establishment of the Port at WKS for implementing the co-location arrangement.

Flowchart on the Government's monitoring mechanism on the construction of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") project



Source: The Administration's paper on progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (1st half-yearly report for the period ending 30 June 2010) [LC Paper No. CB(1)2290/09-10(01)] (Annex 3)

Project Supervision Committee ("PSC")

The Director of Highways, being the controlling officer responsible for the HKS of XRL project, leads a high-level inter-departmental PSC. The Committee holds monthly meetings with the MTR Corporation Limited ("MTRCL") and the related government departments to review project progress, monitor procurement activities, post tender award cost control and resolution of contractual claims. PSC also provides steer on any matters that would affect the progress of the HKS of XRL project.

2. To support and complement PSC's effort, the Highways Department ("HyD") inserts various check points into MTRCL's relevant work processes so that issues of potential concern can be flagged up and appropriately resolved at an early stage. For instance, representatives of HyD, normally at directorate level, attend meetings of MTRCL's Procurement Team and the Executive Tender Panel concerning procurement of works and services for the HKS of XRL project. Also, they provide comments and reflect views of the Administration at the meetings conducted by MTRCL's Project Control Group, which scrutinizes the assessment of variations and claims arising from the contracts of the HKS of XRL project.

External monitoring and verification

3. In view of the scale of the HKS of XRL project, HyD also employs an external consultant to assist in the monitoring work and undertake regular audits to verify MTRCL's compliance with its obligations under the entrustment agreement with the Administration. The monitoring and verification exercise is not limited to the work of MTRCL, but also includes that of the consultants, contractors or agents employed by MTRCL for the HKS of XRL project. Moreover, HyD consultant identifies and advises HyD any potential risk regarding the implementation of the HKS of XRL project and proposes appropriate mitigation measures. According to the Administration, this would help ensure that the HKS of XRL project will meet the required standards and will be completed on schedule and within budget.

Updated background brief on the latest position of the construction of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL")

Relevant questions raised at Council meetings
(in the Fifth and Sixth Legislative Council)

19.12.2012	Hon Claudia MO raised a question on impact of construction works of HKS of XRL on structure of nearby buildings. (http://www.info.gov.hk/gia/general/201212/19/P201212190238.htm)
29.5.2013	Hon Jeffrey LAM Kin-fung raised a question on progress of the construction of HKS of XRL and related immigration arrangements. (http://www.info.gov.hk/gia/general/201305/29/P201305280556.htm)
	Hon Frederick FUNG Kin-kee raised a question on monitoring the construction of HKS of XRL. (http://www.info.gov.hk/gia/general/201305/29/P201305290217.htm)
23.10.2013	Hon Frederick FUNG Kin-kee raised a question on co-location of boundary control facilities for HKS of XRL. (http://www.info.gov.hk/gia/general/201310/23/P201310220570.htm)
11.12.2013	Dr Hon KWOK Ka-ki raised a question on impacts of railway construction works on residents in Ngau Tam Mei. (http://www.info.gov.hk/gia/general/201312/11/P201312100593.htm)
26.2.2014	Hon SIN Chung-kai raised a question on co-location of immigration and customs facilities at the West Kowloon Terminus of HKS of XRL. (http://www.info.gov.hk/gia/general/201402/26/P201402260233.htm)
9.4.2014	Hon Albert HO Chun-yan raised a question on railway safety (including the progress of the procurement of the trains for HKS of XRL). (http://www.info.gov.hk/gia/general/201404/09/P201404090399.htm)
16.4.2014	Hon James TO Kun-sun raised a question on impacts of HKS of XRL works on nearby sites and buildings. (http://www.info.gov.hk/gia/general/201404/16/P201404160445.htm)
30.4.2014	Hon Tony TSE Wai-chuen raised a question on works progress of HKS of XRL. (http://www.info.gov.hk/gia/general/201404/30/P201404300347.htm)

21.5.2014	<p>Dr Hon LAM Tai-fai raised a question on handling of the delay in the completion of the project to construct the express rail link. (http://www.info.gov.hk/gia/general/201405/21/P201405210505.htm)</p>
	<p>Dr Hon KWOK Ka-ki raised a question on construction works delay of HKS of XRL. (http://www.info.gov.hk/gia/general/201405/21/P201405210325.htm)</p>
28.5.2014	<p>Hon Kenneth LEUNG raised a question on construction works of HKS of XRL. (http://www.info.gov.hk/gia/general/201405/28/P201405280337.htm)</p>
29.10.2014	<p>Dr Hon KWOK Ka-ki raised a question on major infrastructure projects. (http://www.info.gov.hk/gia/general/201410/29/P201410290463.htm)</p>
3.12.2014	<p>Hon Ronny TONG Ka-wah raised a question on HKS of XRL. (http://www.info.gov.hk/gia/general/201412/03/P201412030573.htm)</p>
	<p>Dr Hon LAM Tai-fai raised a question on cost overruns and delay of major infrastructure projects. (http://www.info.gov.hk/gia/general/201412/03/P201412030932.htm)</p>
4.11.2015	<p>Hon Gary FAN Kwok-wai raised a question on project delay and cost overrun of HKS of XRL project. (http://www.info.gov.hk/gia/general/201511/04/P201511040499.htm)</p>
9.12.2015	<p>Hon Frederick FUNG Kin-kee raised a question on the implementation of the arrangements for co-location of boundary upon commissioning of HKS of XRL. (http://www.info.gov.hk/gia/general/201512/09/P201512090311.htm)</p>
3.2.2016	<p>Hon Mrs Regina IP LAU Suk-ye raised a question on the MTR Corporation Limited railway businesses. (http://www.info.gov.hk/gia/general/201602/03/P201602030607.htm)</p>
11.1.2017	<p>Hon Alvin YEUNG raised a question on co-location of boundary control facilities for HKS of XRL. (http://www.info.gov.hk/gia/general/201701/11/P2017011100499.htm)</p>
29.3.2017	<p>Hon Tanya CHAN raised a question on co-location arrangements at HKS of XRL. (http://www.info.gov.hk/gia/general/201703/29/P2017032900489.htm)</p>

	Dr Hon KWOK Ka-ki raised a question on information on public works. (http://www.info.gov.hk/gia/general/201703/29/P2017032900828.htm)
17.5.2017	Hon CHAN Han-pan raised a question on HKS of XRL. (http://www.info.gov.hk/gia/general/201705/17/P2017051700376.htm)
25.10.2017	Hon Claudia MO raised a question on promotional works on HKS of XRL. (http://www.info.gov.hk/gia/general/201710/25/P2017102500362.htm)
8.11.2017	Hon Tanya CHAN raised a question on HKS of XRL. (http://www.info.gov.hk/gia/general/201711/08/P2017110800362.htm)

**Updated background brief on the construction of the Hong Kong section of the
Guangzhou-Shenzhen-Hong Kong Express Rail Link**

List of relevant papers

Date of meeting	Committee	Minutes/Paper	LC Paper No.
2.12.2009 3.12.2009	Public Works Subcommittee	Administration's paper on 53TR – Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – construction of railway works	PWSC(2009-10)68 http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-68e.pdf
		Administration's paper on 57TR – Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – construction of non-railway works	PWSC(2009-10)69 http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-69e.pdf
		Minutes of meetings	PWSC32/09-10 http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091202.pdf PWSC33/09-10 http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091203.pdf
18.12.2009 8.1.2010 15.1.2010 16.1.2010	Finance Committee	Recommendations of the Public Works Subcommittee made on 2 and 3 December 2009	FCR(2009-10)44 http://www.legco.gov.hk/yr09-10/english/fc/fc/papers/f09-44e.pdf
16.4.2010	Subcommittee on Matters Relating to Railways	Administration's paper on government's monitoring and reporting on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)1573/09-10(04) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0416cb1-1573-4-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(1)2071/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100416.pdf
6.7.2010	Subcommittee on Matters Relating to Railways	Administration's paper on progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (1 st half-yearly report for the period ending 30 June 2010)	CB(1)2290/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0706cb1-2290-1-e.pdf
20.9.2010	Subcommittee on Matters Relating to Railways	Minutes of meeting	CB(1)757/10-11 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100920.pdf
20.5.2011	Subcommittee on Matters Relating to Railways	Administration's paper on progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (2 nd half-yearly report for the period between 1 July 2010 and 31 December 2010)	CB(1)1585/10-11(07) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0318cb1-1585-7-e.pdf
		Minutes of meeting	CB(1)184/11-12 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110520.pdf
--	Subcommittee on Matters Relating to Railways	Administration's paper on the third half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 January 2011 and 30 June 2011)	CB(1)3049/10-11(01) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdpcb1-3049-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
--	Subcommittee on Matters Relating to Railways	Administration's paper on the fourth half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 July 2011 and 31 December 2011)	CB(1)1710/11-12(01) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdpcb1-1710-1-e.pdf
--	Subcommittee on Matters Relating to Railways	Administration's paper on the fifth half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 January 2012 and 30 June 2012)	CB(1)24/12-13(02) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdpcb1-24-2-e.pdf
24.5.2013	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)1072/12-13(03) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1072-3-e.pdf
		Administration's paper on the sixth half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 July 2012 and 31 December 2012)	CB(1)1108/12-13(01) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1108-1-e.pdf
		Administration's supplementary information paper on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (follow-up paper)	CB(1)1434/12-13(01) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1434-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(1)1870/12-13 http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130524.pdf
22.11.2013	Subcommittee on Matters Relating to Railways	Administration's paper on the seventh half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 January 2013 and 30 June 2013)	CB(1)81/13-14(01) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdpcb1-81-1-e.pdf
Administration's supplementary information on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (follow-up paper)		CB(1)782/13-14(01) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp1112cb1-782-1-e.pdf	
Minutes of meeting		CB(1)1010/13-14 http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20131122.pdf	
5.5.2014 19.5.2014	Subcommittee on Matters Relating to Railways	Administration's paper on the latest position of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)1328/13-14(03) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0505cb1-1328-3-e.pdf
MTR Corporation Limited's paper on the construction and commissioning of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link		CB(1)1354/13-14(01) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0505cb1-1354-1-e.pdf	

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's response to issues raised at the meeting on 5 May 2014	CB(1)1422/13-14(02) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0519cb1-1422-2-e.pdf
		MTR Corporation Limited's supplementary information on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)1438/13-14(01) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0519cb1-1438-1-e.pdf
		Minutes of meetings	CB(1)1904/13-14 http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140505.pdf CB(1)1987/13-14 http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140519.pdf
4.7.2014	Subcommittee on Matters Relating to Railways	Administration's paper on safety management measures for trains of Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)1722/13-14(05) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0704cb1-1722-5-e.pdf
		Administration's supplementary information paper on the number of construction personnel short for each of the five new railway projects under construction (follow-up paper)	CB(4)307/14-15(01) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0704cb4-307-1-e.pdf
		Minutes of meeting	CB(1)139/14-15 http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140704.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
2.1.2015	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Half-yearly report for the period ending 30 September 2014)	CB(1)260/14-15(04) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20141124cb1-260-4-e.pdf
		Administration's supplementary information on the progress update of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (follow-up paper)	CB(4)575/14-15(01) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150102cb4-575-1-e.pdf
		Minutes of meeting	CB(4)623/14-15 http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/minutes/rdp20150102.pdf
6.3.2015	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Quarterly report for the period ending 31 December 2014)	CB(4)576/14-15(05) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150306cb4-576-5-e.pdf
19.5.2015	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Quarterly report for the period ending 31 March 2015)	CB(4)954/14-15(07) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150519cb4-954-7-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(4)62/15-16 http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/minutes/rdp20150519.pdf
--	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Quarterly report for the period ending 30 June 2015)	CB(4)1412/14-15(02) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdpcb4-1412-2-e.pdf
3.7.2015	Subcommittee on Matters Relating to Railways	Administration's paper on Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link revised Programme to Complete and Cost to Complete	CB(4)1273/14-15(01) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150703cb4-1273-1-e.pdf
		Administration's supplementary information on the progress update on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (follow-up paper)	CB(4)1416/14-15(01) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150703cb4-1416-1-e.pdf
		Minutes of meeting	CB(4)1491/14-15 http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/minutes/rdp20150703.pdf
4.12.2015 14.12.2015	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Quarterly report for the period ending 30 September 2015)	CB(4)280/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151204cb4-280-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's paper on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(4)280/15-16(02) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151204cb4-280-2-e.pdf
		MTR Corporation Limited's paper on the proposed arrangements for taking forward the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(4)280/15-16(03) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151204cb4-280-3-e.pdf
		Administration's paper on the economic benefits of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and cost incurred due to suspension and termination	CB(4)333/15-16(02) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151214cb4-333-2-e.pdf
		Administration's paper on the discussion of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (follow-up paper)	CB(4)394/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151214cb4-394-1-e.pdf
		Minutes of meetings	CB(4)617/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20151204.pdf CB(4)878/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20151214.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
23.12.2015	Public Works Subcommittee	Administration's paper on 53TR – Hong Kong section of Guangzhou – Shenzhen – Hong Kong Express Rail Link – construction of railway works	PWSC(2015-16)50 http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/p15-50e.pdf
		Administration's paper on 57TR – Hong Kong section of Guangzhou – Shenzhen – Hong Kong Express Rail Link – construction of non-railway works	PWSC(2015-16)51 http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/p15-51e.pdf
		Minutes of meeting	PWSC78/15-16 http://www.legco.gov.hk/yr15-16/english/fc/pwsc/minutes/pwsc20151223.pdf
5.2.2016 20.2.2016 26.2.2016 27.2.2016 11.3.2016	Finance Committee	Administration's paper	FCR(2015-16)46 http://www.legco.gov.hk/yr15-16/english/fc/fc/papers/f15-46e.pdf
22.2.2016	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Quarterly report for the period ending 31 December 2015)	CB(4)610/15-16(07) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160222cb4-610-7-e.pdf
		Administration's paper on the discussion of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (follow-up paper)	CB(4)790/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160222cb4-790-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's supplementary information paper on the additional toilet facilities provided at the new concourses at the stations along the Shatin to Central Link and the original and latest estimates of the construction costs of the various on-going railway projects (follow-up paper)	CB(4)960/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160222cb4-960-1-e.pdf
		Minutes of meeting	CB(4)983/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20160222.pdf
27.6.2016	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Quarterly report for the period ending 31 March 2016)	CB(4)1136/15-16(05) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160627cb4-1136-5-e.pdf
		Administration's paper on the latest update on issues relating to train of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(4)1167/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160627cb4-1167-1-e.pdf
		Minutes of meeting	CB(4)1313/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20160627.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
--	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Quarterly report for the period ending 30 June 2016)	CB(4)1317/15-16(02) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdpcb4-1317-2-e.pdf
9.12.2016	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (quarterly report for the period ending 30 September 2016)	CB(4)243/16-17(08) http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20161209cb4-243-8-e.pdf
		Minutes of meeting	CB(4)745/16-17 http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/minutes/rdp20161209.pdf
10.2.2017	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (quarterly report for the period ending 31 December 2016)	CB(4)500/16-17(03) http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20170210cb4-500-3-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
--	Subcommittee on Matters Relating to Railways	Joint letter from Dr Hon KWOK Ka-ki, Hon Alvin YEUNG and Hon Jeremy TAM Man-ho and letter from Hon CHU Hoi-dick on issues relating to the co-location of customs, immigration and quarantine facilities at the West Kowloon Terminus of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Administration's response	<p>CB(4)663/16-17(01) http://www.legco.gov.hk/yr16-17/chinese/panels/tp/tp_rdp/papers/tp_rdp4-663-1-c.pdf</p> <p>CB(4)663/16-17(02) http://www.legco.gov.hk/yr16-17/chinese/panels/tp/tp_rdp/papers/tp_rdp4-663-2-c.pdf</p> <p>CB(4)697/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp4-697-1-e.pdf</p>
2.6.2017	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (quarterly report for the period ending 31 March 2017)	<p>CB(4)1099/16-17(03) http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20170602cb4-1099-3-e.pdf</p>
		Minutes of meeting	<p>CB(4)132/17-18 http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/minutes/rdp20170602.pdf</p>
3.8.2017	House Committee	Administration's paper on customs, immigration and quarantine arrangements of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	<p>CB(2)1966/16-17(01) http://www.legco.gov.hk/yr16-17/english/hc/papers/hccb2-1966-1-e.pdf</p>
		Verbatim record of the proceedings	<p>CB(2)2081/16-17 http://www.legco.gov.hk/yr16-17/chinese/hc/minutes/hc20170803.pdf</p>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
8.8.2017	Panel on Transport*	Administration's paper on customs, immigration and quarantine arrangements of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(2)1966/16-17(01) http://www.legco.gov.hk/yr16-17/english/hc/papers/hccb2-1966-1-e.pdf
		Letter from Hon Jeremy TAM on matters relating to the co-location of customs, immigration and quarantine facilities at the West Kowloon Terminus of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Administration's response	CB(4)1505/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/ajlssetp20170808cb4-1505-1-e.pdf
25.9.2017	--	Legislative Council Brief on land and asset holding arrangements for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	THB(T)CR 16/1/581/99 http://sobfle02.legco.hksar/sharedoc/r&d/Land_and_asset_holding_arrangements_for_the_Hong_Kong_Section_of_the_Guangzhou-Shenzhen-Hong_Kong_Express_Rail_Link-e.pdf

*Joint meeting with Panel on Security and Panel on Administration of Justice and Legal Services