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Panel on Transport

Subcommittee on Matters Relating to Railways Meeting on 2 February 2018

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") and other Members 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 latest quarterly report received by LegCo covered the period ending 31 December 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 September 2017, the overall progress of the HKS of XRL project was 96.9%, which was ahead of the planned progress of 92.3% 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)260/17-18(04).

Customs, immigration and quarantine arrangements of the HKS of XRL

16. On 25 July 2017, the Government announced the implementation of Hong Kong and Mainland customs, immigration and quarantine ("CIQ") procedures at WKS of HKS of XRL ("the co-location arrangement"). The arrangement was endorsed by the CE-in-Council on the same day.

17. 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. With reference to the case of the Shenzhen Bay Port, the Government of the Hong Kong Special Administrative Region ("HKSAR") and the relevant central authorities proposed adopting a "Three-step Process" to implement the co-location arrangement.

18. Subsequently, 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. The Administration stressed at the meetings that the HKSAR Government and the relevant Mainland authorities had conducted detailed studies to ensure that the co-location proposal would be: (i) in compliance with the Basic Law; (ii) feasible and effective from the operational perspective; and (iii) able to manage security risk robustly. The Administration further explained that the two sides had also explored various other ideas for implementing CIQ procedures for XRL but considered them not viable.

19. At the meeting of 15 November 2017, the Council passed a Government motion not intended to have legislative effect on taking forward the follow-up tasks of the co-location arrangement at WKS of the HKS of XRL.

20. 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 ("Co-operation Arrangement"). The contents of the Co-operation Arrangement include the establishment of port areas, the area and jurisdiction of the Mainland Port Area ("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.

21. On 27 December 2017, the Standing Committee of the National People's Congress made a decision ("Decision") approving the Co-operation Arrangement signed on 18 November 2017 which, according to the Government, signifies the accomplishment of the second step in the "Three-step Process". The Decision and its relevant explanations, as well as the approved Co-operation Arrangement are set out in **Appendices IV, V and VI**.

Members' major views and concerns

22. Subcommittee and other members have expressed views and concerns at various occasions on the HKS of XRL project. Their major views and concerns are summarized in the ensuing paragraphs.

Latest works progress

23. The Subcommittee 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, they 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, the Subcommittee 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, the Subcommittee members asked for details of the relevant situation.

24. 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 September 2017 that the construction was generally progressing as scheduled. The fabrication of all aluminum cladding panels was completed.

Installation of glazing at SEB was substantially completed, and weather-tightness for the main roof had been achieved in July 2017. Moreover, the concrete structure of WKS and internal wall construction had been substantially completed, enabling the follow-on Architectural Builders' Works and Finishes, building services and E&M works to be carried out in a timely manner.

Co-location arrangement

25. In view of the target commissioning of HKS of XRL in the third quarter of 2018, the Subcommittee members expressed pressing concerns about the progress and details of the co-location arrangement. Some Subcommittee members were gravely worried 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. Given the tight time frame, they 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.

26. Some other Subcommittee members pointed out that despite co-location arrangement being a controversial and complicated issue, it was not without precedents. They considered it essential to implement the co-location arrangement at WKS which was instrumental in realizing the convenience and time-saving benefits of travelling by XRL. Without the co-location arrangement, the value of XRL would be hampered.

27. At the special House Committee and joint Panel meetings mentioned in paragraph 18 above, some Members supported the co-location arrangement and expressed that the implementation of such arrangement was necessary and would bring tremendous business opportunities for various industries in Hong Kong including travel and retail sectors, thereby benefiting the economic development of Hong Kong. A motion was passed at the aforementioned joint Panel meeting on 8 August 2017 expressing support to the implementation of co-location arrangement at WKS and urging the Government to step up its efforts in explaining the detailed operation and implementation of the co-location arrangement to the public, and continue to listen to public views on how to improve the relevant arrangements.

28. On the other hand, some Members were deeply concerned about the legal basis and the extended application of the co-location arrangement. They expressed that "one country, two systems" and the Basic Law should not be contravened in the guise of providing convenience to passengers. In particular, they were worried that the application of Mainland laws in MPA would undermine the rights of Hong Kong residents protected under

the Basic Law. These Members also expressed their dissatisfaction at the Administration's reluctance to conduct public consultation on the co-location arrangement.

29. The Administration responded that both the HKSAR Government and the relevant Mainland authorities had all along agreed that co-location arrangement should be consistent with the "one country, two systems" policy, and should not contravene the Basic Law. Because of the deeming provision, MPA would in law be regarded as outside the territorial boundary of HKSAR, so Articles 18 and 19 of the Basic Law would not apply. The Administration disagreed with any groundless worry over the application of Mainland laws in Hong Kong. The HKSAR Government and Mainland authorities would ensure that the exercise of Mainland jurisdiction in MPA should comply with the Basic Law and for the specific purpose of implementing the co-location arrangement.

30. With regard to some Members' request to conduct public consultation on the co-location arrangement, the Administration stressed that it attached great importance to public views. It had all along listened to and duly considered the views and suggestions from different sectors of the society, including some alternative options suggested by some academics. It would also step up the publicity work to enhance public understanding of the co-location arrangement.

Operation of HKS of XRL

31. At the meeting of 10 February 2017, the Subcommittee 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.

32. Some Subcommittee 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 and the future operating costs of the HKS of XRL. 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 and would update the Subcommittee once consensus had been reached with MTRCL on the general principles regarding the arrangements of the supplemental service concession agreement.

33. The Subcommittee members also expressed concern over a number of issues in respect of the operation of HKS of XRL, such as the number of Mainland cities to be connected by XRL, fare levels, train schedule, ticketing arrangements, as well as revenue and cost sharing arrangements between Hong Kong and the Mainland. The Administration advised that direct trains to 4 short-haul destinations (i.e. Futian, Shenzhen North, Humen and Guangzhou South) and 10 long-haul destinations would be available upon commissioning of the HKS of XRL. During the initial operation of the HKS of XRL, up to 114 daily train pairs could be provided for short-haul services during peak seasons. XRL trains providing long-haul services would be managed by the Mainland railway authorities while the management details for the 114 train pairs providing short-haul services were yet to be confirmed. Discussion with the relevant Mainland authorities on the actual operational details was still in process and the outcome would be announced in an appropriate time.

Cost overrun

34. Over the years, the HKS and XRL project had been plagued by serious cost overrun. The Subcommittee 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.

35. 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.

36. As the amount of unresolved claims from contractors stood at \$23.357 billion as at 31 December 2015, the Subcommittee 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 September 2017, MTRCL had received

1 081 substantiated claims and the amount claimed in total was approximately \$29.9 billion. A total of 258 cases were resolved and about \$8.615 billion was awarded.⁷

37. 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

38. In the light of the XRL Agreement, some Subcommittee 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.

39. 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.

40. On the Subcommittee 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

⁷ Please refer to page 13 of Annex to LC Paper No. CB(4)260/17-18(04) for details.

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.

paid by the Administration as soon as reasonably practicable.

41. In reply to the Subcommittee 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 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

42. The Subcommittee members expressed concern about the safety performance of the high speed trains for HKS of XRL. They 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.

43. 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.

44. 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.

45. Some Subcommittee 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

46. The Subcommittee 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.

47. 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

48. 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.

Council questions and relevant papers

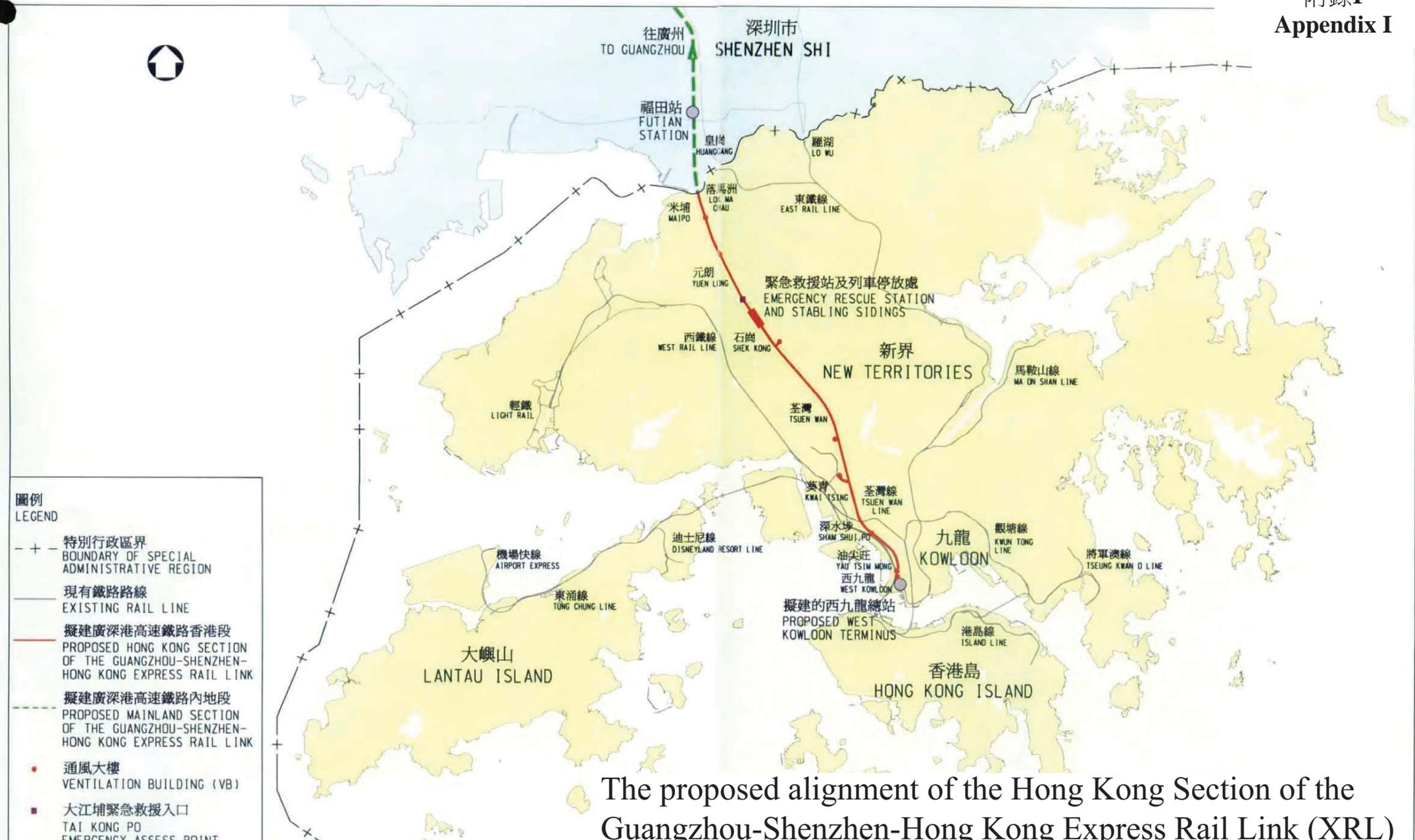
49. Lists of Council questions raised by Members in the Fifth and Sixth LegCo and relevant papers were set out in **Appendices VII** and **VIII** respectively.

Latest developments

50. On 26 January 2018, the Administration gazetted the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Bill, which will be introduced into the LegCo for First Reading on 31 January 2018, with a view to securing its early passage to implement co-location arrangement upon commissioning of the HKS of XRL in the third quarter of 2018.

51. The Administration plans to update the Subcommittee on the progress of the construction of HKS of XRL at the meeting to be held on 2 February 2018.

Council Business Division 4
Legislative Council Secretariat
31 January 2018



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

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

<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>S. H. LAM 總工程師 CHIEF ENGINEER</p> <p>日期 DATE</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>
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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.

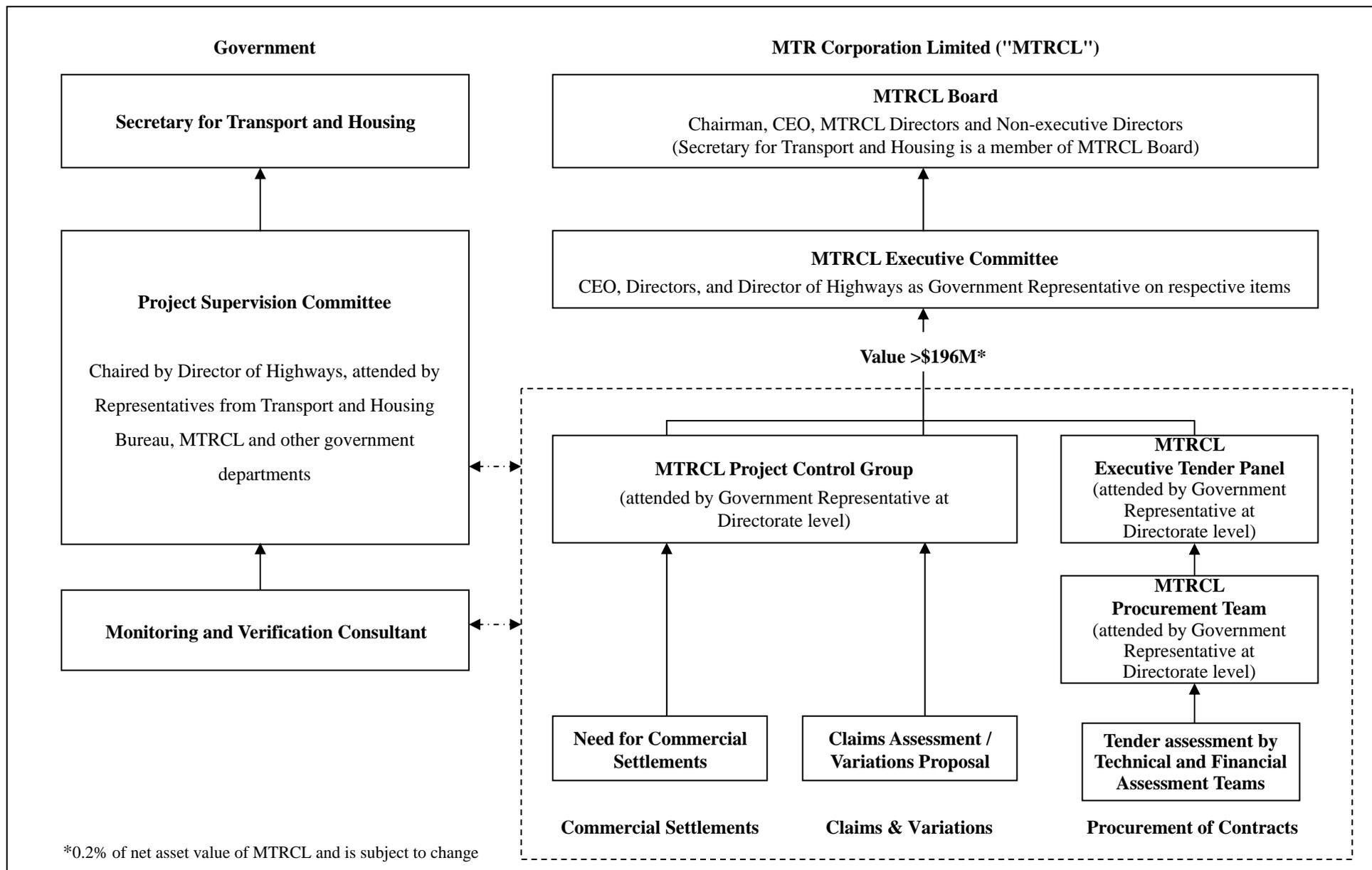
- In October 2012, the Administration submitted the 5th half-yearly report for the period between 1 January and 30 June 2012.
- In May 2013, the Administration submitted the 6th half-yearly report for the period between 1 July and 31 December 2012, which was discussed at the Subcommittee meeting on 24 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.
- In December 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 September 2017.
- On 27 December 2017, the Standing Committee of the National People's Congress made a decision approving the Co-operation Arrangement signed on 18 November 2017 which, according to the Government, signifies the accomplishment of the second step in the "Three-step Process".

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.

(English Translation)*

**DECISION OF THE STANDING COMMITTEE OF THE
NATIONAL PEOPLE'S CONGRESS ON APPROVING THE
CO-OPERATION ARRANGEMENT BETWEEN THE
MAINLAND AND THE HONG KONG SPECIAL
ADMINISTRATIVE REGION ON THE ESTABLISHMENT OF
THE PORT AT THE WEST KOWLOON STATION OF THE
GUANGZHOU-SHENZHEN-HONG KONG EXPRESS RAIL LINK
FOR IMPLEMENTING CO-LOCATION ARRANGEMENT**

Adopted at the Thirty-first Session of the Standing Committee
of the Twelfth National People's Congress on 27 December 2017

The Standing Committee of the Twelfth National People's Congress examined at its Thirty-first Session the motion submitted by the State Council requesting examination of the Draft Decision on Approving the Co-operation Arrangement between the Mainland and the Hong Kong Special Administrative Region on the Establishment of the Port at the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link for Implementing Co-location Arrangement. In the course of its examination, the Standing Committee of the National People's Congress has fully considered the views of relevant parties of the Hong Kong Special Administrative Region and the Mainland concerning the establishment of the port juxtaposed at the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the mode of conducting clearance and inspection.

The Session is of the view that the construction of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the realization of the inter-connection and mutual access between the Hong Kong Special Administrative Region and the national high-speed rail network are conducive to promoting interactions between the people of, and economic and trade activities between, the Hong Kong Special Administrative Region and the Mainland; conducive to the deepening of mutually beneficial co-operation between the Hong Kong Special

* Note: This is an English translation of the original document in Chinese, and is published for information. In case of differences between the Chinese text and the English translation, the Chinese text prevails.

Administrative Region and the Mainland; and conducive to the Hong Kong Special Administrative Region's further integration into the macro picture of national development. These have great significance for maintaining the long-term prosperity and stability of the Hong Kong Special Administrative Region. To fully unleash the high-speed rail's advantages of high speed and great efficiency, enable the vast number of passengers to fully enjoy fast and convenient service, and ensure the transport, economic and social benefits and efficiency of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, it is necessary to implement co-location arrangement at the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link in the Hong Kong Special Administrative Region ("West Kowloon Station") and to establish the Mainland Port Area for the specific purpose of conducting clearance and inspection on high-speed rail passengers and their personal belongings and luggage.

The Session is of the view that the Co-operation Arrangement is consistent with the principle of "one country, two systems" and is consistent with the Constitution and the Basic Law of the Hong Kong Special Administrative Region. Pursuant to the Constitution, the Basic Law of the Hong Kong Special Administrative Region authorizes the Hong Kong Special Administrative Region to exercise a high degree of autonomy, including implementing a separate immigration controls system etc. The making of an appropriate arrangement through consultation on issues relating to the establishment of a port at the West Kowloon Station and the implementation of co-location arrangement thereat by the Government of the Hong Kong Special Administrative Region with the relevant parties of the Mainland is a clear demonstration of the exercise of a high degree of autonomy by the Hong Kong Special Administrative Region in accordance with law. The establishment of the Mainland Port Area at the West Kowloon Station does not alter the boundary of the administrative division of the Hong Kong Special Administrative Region, does not affect the high degree of autonomy enjoyed by the Hong Kong Special Administrative Region in accordance with law, and does not undermine the rights and freedoms enjoyed by the residents of the Hong Kong Special Administrative Region in accordance with law. Out of the need to implement co-location arrangement at the West Kowloon Station, it is appropriate that the Co-operation Arrangement makes provisions for the delineation of jurisdiction (including jurisdiction of the courts) and the application of laws of the

Mainland and the Hong Kong Special Administrative Region and expressly provides for the West Kowloon Station Mainland Port Area to be regarded as being situated in the Mainland. The authorities stationed by the Mainland at the West Kowloon Station Mainland Port Area will perform their duties and functions in accordance with the laws of the Mainland, strictly confined to the Mainland Port Area. This is different from the application of national laws in the entire Hong Kong Special Administrative Region under Article 18 of the Basic Law of the Hong Kong Special Administrative Region. The acquisition of the right to use the areas of the West Kowloon Station Mainland Port Area, the duration and the fees will be provided for in a contract to be entered into by the Government of the Hong Kong Special Administrative Region and the relevant Mainland authorities, and this is consistent with the provisions of Article 7 of the Basic Law of the Hong Kong Special Administrative Region regarding the ownership of the land of the Hong Kong Special Administrative Region and the management of its uses. The implementation of co-location arrangement at the West Kowloon Station is consistent with the requirements of the Basic Law of the Hong Kong Special Administrative Region that the Government of the Hong Kong Special Administrative Region should formulate appropriate policies to promote and co-ordinate the development of various trades and provide an appropriate economic and legal environment for promoting economic developments etc., and is consistent with the fundamental purposes of the "one country, two systems" principle and of the Basic Law of the Hong Kong Special Administrative Region.

Pursuant to the Constitution of the People's Republic of China and the Basic Law of the Hong Kong Special Administrative Region of the People's Republic of China, the Standing Committee of the National People's Congress decides as follows:

1. The Co-operation Arrangement signed by the People's Government of Guangdong Province and the Government of the Hong Kong Special Administrative Region on 18 November 2017 is hereby approved, and it is also hereby confirmed that the Co-operation Arrangement is consistent with the Constitution and the Basic Law of the Hong Kong Special Administrative Region.

The Hong Kong Special Administrative Region should enact legislation to ensure the implementation of the Co-operation Arrangement.

2. The establishment of the West Kowloon Station Mainland Port Area and its specific area are to be approved by the State Council.

The Mainland will exercise jurisdiction over the West Kowloon Station Mainland Port Area in accordance with the laws of the Mainland and the Co-operation Arrangement with effect from its commissioning date, and will station immigration inspection authority, customs authority, inspection and quarantine authority, integrated port administration authority and railway police authority thereat to perform duties and functions in accordance with law. The above-mentioned authorities and their personnel shall not enforce the law in any area outside the West Kowloon Station Mainland Port Area.

3. After the commissioning of the West Kowloon Station Port, any amendment to the Co-operation Arrangement shall be approved by the State Council and shall be reported to the Standing Committee of the National People's Congress for record.

(English Translation)*

**EXPLANATIONS ON THE DRAFT DECISION ON APPROVING
THE CO-OPERATION ARRANGEMENT BETWEEN THE
MAINLAND AND THE HONG KONG SPECIAL
ADMINISTRATIVE REGION ON THE ESTABLISHMENT OF
THE PORT AT THE WEST KOWLOON STATION OF THE
GUANGZHOU-SHENZHEN-HONG KONG EXPRESS RAIL LINK
FOR IMPLEMENTING CO-LOCATION ARRANGEMENT**

On 22 December 2017 at the Thirty-first Session of the Standing
Committee of the Twelfth National People's Congress

Zhang Xiaoming

Director of the Hong Kong and Macao Affairs Office of the State Council

Chairman, Vice-Chairmen, Secretary-General, Members:

On the instruction of the State Council, I hereby provide the following Explanations on the Draft Decision on Approving the Co-operation Arrangement between the Mainland and the Hong Kong Special Administrative Region on the Establishment of the Port at the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link for Implementing Co-location Arrangement:

1. General background

The Guangzhou-Shenzhen-Hong Kong Express Rail Link is a key co-operation initiative on the construction of major infrastructure project between the Mainland and the Hong Kong Special Administrative Region. In this regard, the Hong Kong Section, the construction of which is funded by the Government of the Hong Kong Special Administrative Region, will complete construction and be commissioned in the third quarter of 2018. In order to realize the inter-connection and mutual

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access between the Hong Kong Special Administrative Region and the national high-speed rail network and ensure the maximization of the transport, economic and social benefits and efficiency of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, having studied the matter repeatedly and having made reference to the previous case model where Mainland Port Area and Hong Kong Port Area are established at the Shenzhen Bay in Guangdong Province and co-location arrangement is implemented thereat, the relevant departments of the Central Authorities, the People's Government of Guangdong Province and the Government of the Hong Kong Special Administrative Region have come to the unanimous view that establishing a port at the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link in the Hong Kong Special Administrative Region ("West Kowloon Station") and implementing co-location arrangement thereat would be the best option. The key contents of that option are: the establishment of a port at the West Kowloon Station, comprising the Hong Kong Port Area and the Mainland Port Area, whereby both sides will, in accordance with their respective laws, exercise exit and entry regulation, including immigration inspection, customs regulation, and inspection and quarantine measures etc., on persons travelling between the Mainland and the Hong Kong Special Administrative Region by high-speed rail, as well as their personal belongings and luggage. Since the implementation of co-location arrangement at the West Kowloon Station involves the establishment of the Mainland Port Area within the Hong Kong Special Administrative Region as well as the delineation of jurisdiction (including jurisdiction of the courts) and the application of laws of the Mainland and the Hong Kong Special Administrative Region, it is necessary to expressly confirm the corresponding legal basis and the specific implementation methods pursuant to the Basic Law of the Hong Kong Special Administrative Region of the People's Republic of China. The relevant departments of the Central Authorities and the Government of the Hong Kong Special Administrative Region, having studied the matter in depth, have agreed to adopt the "Three-step Process" for the relevant arrangement, namely: Step One, the Mainland and the Hong Kong Special Administrative Region to sign the Co-operation Arrangement between the Mainland and the Hong Kong Special Administrative Region on the Establishment of the Port at the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail

Link for Implementing Co-location Arrangement (“Co-operation Arrangement”); Step Two, the State Council to submit the Co-operation Arrangement to the Standing Committee of the National People’s Congress for approval; Step Three, both sides to implement the Co-operation Arrangement through their respective legal procedures. On 18 November 2017, with the authorization of the State Council, Ma Xingrui, the Governor of the People’s Government of Guangdong Province representing the Mainland, formally signed the Co-operation Arrangement with Lam Cheng Yuet-ngor, the Chief Executive of the Hong Kong Special Administrative Region, thereby completing Step One of the “Three-step Process”.

2. Key contents of the Co-operation Arrangement

The Co-operation Arrangement has a total of 5 chapters, 17 articles in the main body and 1 annex, and its key contents include the following:

First, it provides for matters relating to the establishment of the port. It expressly provides for the establishment of the Hong Kong Port Area and the Mainland Port Area at the West Kowloon Station and the implementation of co-location arrangement thereat; it sets out the area of the Mainland Port Area and expressly provides that the train compartments of trains in operation on the Guangzhou-Shenzhen-Hong Kong Express Rail Link within the Hong Kong Special Administrative Region are also regarded as part of the Mainland Port Area; it expressly provides that the acquisition of the right to use the areas of the Mainland Port Area, the duration and the fees etc. will be provided for in a contract to be entered into by the two sides.

Second, it provides for the jurisdiction over the Mainland Port Area. It expressly provides that, except for matters under the jurisdiction of the Hong Kong Special Administrative Region, the Mainland will exercise jurisdiction in accordance with the laws of the Mainland over all other matters including the regulation of exit and entry of personnel and items, and public order within the Mainland Port Area etc., and it expressly provides that the Mainland Port Area will be regarded as “being situated in the Mainland”. The Mainland will station immigration inspection authority, customs authority, inspection and

quarantine authority, integrated port administration authority and railway police authority to perform duties and functions in accordance with law. Matters under the jurisdiction of the Hong Kong Special Administrative Region mainly concern the operation and management of the West Kowloon Station and the Hong Kong Section of the Express Rail Link, which include six categories of matters such as the performance of duties and functions or matters related to the performance of duties and functions by personnel of the Hong Kong Special Administrative Region; matters relating to the standards of, and the duties, responsibilities and liabilities concerning, the construction, insurance and design, repair and maintenance of buildings and structures and related facilities at the West Kowloon Station; matters relating to the management and monitoring of the operational safety of the railway system of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, as well as matters relating to environmental regulation and control etc. The Hong Kong Special Administrative Region is also responsible for the management of the railway transport service at the West Kowloon Station, and should implement, as expressly stated, a passenger real-name ticket sales system and conduct inspection and security checks on passengers.

Third, it makes provisions for liaison and coordination mechanism and mechanism for handling emergencies. Both sides agree to set up a port liaison and coordination mechanism, a mechanism for handling emergencies and a liaison officer system, regularly arrange joint drill exercises and jointly formulate and sign a collaborative implementation plan for the operation and management of the West Kowloon Station Port. It expressly sets out the principles relating to the conduct of activities and the handling of relevant matters, including sudden or emergency incidents, by both sides in the Mainland Port Area.

Fourth, it provides for dispute resolution as well as other relevant matters such as amendment and coming into effect of the Co-operation Arrangement. The Co-operation Arrangement provides, "This Co-operation Arrangement will come into effect after it has been reported to the Central People's Government and submitted to and approved by the Standing Committee of the National People's Congress", "If this Co-operation Arrangement needs to be amended as a result of any change in the conditions of operation or regulation of the West Kowloon

Station Port or for any other reason, the two sides must, after consultation and reaching consensus, sign a written document and submit it to the Central People's Government for approval".

The annex to the Co-operation Arrangement includes schematic diagrams of B2 Arrival Level of the West Kowloon Station, B3 Departure Level of the West Kowloon Station and B4 Platform Level of the West Kowloon Station.

3. On the reasons for submitting the Co-operation Arrangement to the Standing Committee of the National People's Congress for examination and approval

The implementation of co-location arrangement at the West Kowloon Station is a new situation encountered in the course of implementing "one country, two systems". Since it involves the establishment of the Mainland Port Area within the Hong Kong Special Administrative Region as well as the delineation of jurisdiction (including jurisdiction of the courts) and the application of laws of the Mainland and the Hong Kong Special Administrative Region, providing for the Co-operation Arrangement to be examined and approved by the Standing Committee of the National People's Congress and for it to expressly state that the Co-operation Arrangement is consistent with the principle of "one country, two systems" and is consistent with the Constitution and the Basic Law of the Hong Kong Special Administrative Region, pursuant to the provisions of the Constitution of the People's Republic of China ("Constitution") and the Basic Law of the Hong Kong Special Administrative Region concerning the status, powers and functions of the Standing Committee of the National People's Congress, can provide further constitutional legal basis for establishing a port at the West Kowloon Station for implementing co-location arrangement thereat, and provide the legal basis for the State Council to grant approval for the Mainland to establish a port at the West Kowloon Station and station authorities thereat to perform duties and functions in accordance with law.

For this purpose, the Hong Kong and Macao Affairs Office of the State Council, together with the relevant departments of the Central

Authorities, have drafted the Draft Decision on Approving the Co-operation Arrangement between the Mainland and the Hong Kong Special Administrative Region on the Establishment of the Port at the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link for Implementing Co-location Arrangement submitted to the Standing Committee of the National People's Congress for examination ("Draft Decision"). The Draft Decision has been endorsed by the State Council.

4. Relationship between the Co-operation Arrangement and the relevant provisions of the Basic Law of the Hong Kong Special Administrative Region

In view of the fact that the Hong Kong community is relatively more concerned about the relationship between the Co-operation Arrangement and the relevant provisions of the Basic Law of the Hong Kong Special Administrative Region, I hereby also address this in the following Explanations.

(1) Source of power for the signing of the Co-operation Arrangement between the Hong Kong Special Administrative Region and the Mainland. The making of an appropriate arrangement through consultation on issues relating to the establishment of a port at the West Kowloon Station and the implementation of co-location arrangement thereat by the Government of the Hong Kong Special Administrative Region with the relevant parties of the Mainland, does not alter the boundary of the administrative division of the Hong Kong Special Administrative Region, does not affect the high degree of autonomy enjoyed by the Hong Kong Special Administrative Region in accordance with law, and does not undermine the rights and freedoms enjoyed by the residents of the Hong Kong Special Administrative Region in accordance with law; and is consistent with the provisions of the Basic Law of the Hong Kong Special Administrative Region. Pursuant to the Constitution, the Basic Law of the Hong Kong Special Administrative Region authorizes the Hong Kong Special Administrative Region to exercise a high degree of autonomy (Article 2), and implement a separate immigration controls system (Article 22(4) and Article 154(2)), and authorizes the Government of the Hong Kong Special Administrative

Region to enjoy powers to manage the land within the Hong Kong Special Administrative Region (Article 7), provide an economic and legal environment for encouraging investments, technological progress and the development of new industries (Article 118) and formulate appropriate policies to promote and co-ordinate the development of various trades (Article 119) etc. Therefore, the establishment of a port within the Hong Kong Special Administrative Region and the implementation of co-location arrangement thereat reflects the exercise of the relevant powers stipulated by the Basic Law of the Hong Kong Special Administrative Region, and provides the legal basis for the Hong Kong Special Administrative Region to consult on and sign the Co-operation Arrangement with the Mainland. That is to say, the high degree of autonomy enjoyed by the Hong Kong Special Administrative Region in accordance with law is the source of power for it to make the above-mentioned co-location arrangement with the Mainland.

(2) Relationship with the provisions concerning the application of national laws in the Hong Kong Special Administrative Region. Article 18 of the Basic Law of the Hong Kong Special Administrative Region stipulates, "National laws shall not be applied in the Hong Kong Special Administrative Region except for those listed in Annex III to this Law", "Laws listed in Annex III to this Law shall be confined to those relating to defence and foreign affairs as well as other matters outside the limits of autonomy of the Region as specified by this Law". What that Article stipulates is the extension and application of national laws in the entire Hong Kong Special Administrative Region, including the relevant subject areas and the route through which they become applicable. Specifically, the area of application of the relevant national laws stipulated in that Article is the entire Hong Kong Special Administrative Region. They are mainly implemented by the Hong Kong Special Administrative Region and they are applicable to all persons in the Hong Kong Special Administrative Region. On the other hand, as regards the application of national laws in the West Kowloon Station Mainland Port Area, their area of application is only confined to the Mainland Port Area. They are implemented by the relevant Mainland authorities and they are mainly applicable to high-speed rail passengers present in the Mainland Port Area. This situation is different from the case of application of national laws in the Hong Kong Special Administrative Region under

Article 18 of the Basic Law of the Hong Kong Special Administrative Region, thus there is no question of the provisions of Article 18 of the Basic Law of the Hong Kong Special Administrative Region being contravened. The Co-operation Arrangement further expressly provides that for the purposes of the application of the laws of the Mainland and the delineation of jurisdiction, the West Kowloon Station Mainland Port Area will be regarded as "being situated in the Mainland". Upon approval by the Standing Committee of the National People's Congress through the making of a decision, the Co-operation Arrangement can provide full and sufficient legal basis for the application of national laws only in the West Kowloon Station Mainland Port Area.

(3) Relationship with provisions concerning the authorization by the Standing Committee of the National People's Congress. Article 20 of the Basic Law of the Hong Kong Special Administrative Region stipulates, "The Hong Kong Special Administrative Region may enjoy other powers granted to it by the National People's Congress, the Standing Committee of the National People's Congress or the Central People's Government". There have been suggestions that the Standing Committee of the National People's Congress may rely on this provision to authorize the establishment of a port at the West Kowloon Station and implementation of co-location arrangement thereat. We are of the view that the legal issues concerning the Co-operation Arrangement are relatively complex and that legal issues at different levels need to be resolved through the "Three-step Process". In this regard, the Standing Committee of the National People's Congress needs to confirm that it is consistent with the Constitution and the Basic Law of the Hong Kong Special Administrative Region for the Hong Kong Special Administrative Region, pursuant to the high degree of autonomy enjoyed by it, to consult on and sign the Co-operation Arrangement with the Mainland. It also needs to authorize the Mainland to establish the Mainland Port Area at the West Kowloon Station and station authorities thereat to perform duties and functions in accordance with the laws of the Mainland. Adopting the approach of making an approval decision would be more appropriate.

5. The examination opinion of the State Council

After examination, the State Council is of the view that the implementation of co-location arrangement at the West Kowloon Station is conducive to realizing the inter-connection and mutual access between the Hong Kong Special Administrative Region and the national high-speed rail network as well as the maximization of the transport, economic and social benefits and efficiency of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link; conducive to promoting interactions between the people of, and economic and trade activities between, the Hong Kong Special Administrative Region and the Mainland; conducive to the deepening of mutually beneficial co-operation between the Hong Kong Special Administrative Region and the Mainland; and conducive to the Hong Kong Special Administrative Region's further integration into the macro picture of national development. These have great significance for maintaining the long-term prosperity and stability of the Hong Kong Special Administrative Region. The Co-operation Arrangement has fully considered the concerns of relevant parties of the Mainland and the Hong Kong Special Administrative Region, is consistent with the principle of "one country, two systems", is consistent with the Constitution and the Basic Law of the Hong Kong Special Administrative Region, accommodates the actual need for establishing a port at the West Kowloon Station, and can ensure the safe, smooth and effective operation and management of the Mainland Port Area.

You are kindly requested to examine whether the Draft Decision on Approving the Co-operation Arrangement between the Mainland and the Hong Kong Special Administrative Region on the Establishment of the Port at the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link for Implementing Co-location Arrangement and the above Explanations are in order.

(English translation for reference only)

**Co-operation Arrangement between the Mainland and
the Hong Kong Special Administrative Region
on the Establishment of the Port at the West Kowloon Station of
the Guangzhou-Shenzhen-Hong Kong Express Rail Link for
Implementing Co-location Arrangement**

To realize the inter-connection and mutual access of high-speed rail transport facilities between the Hong Kong Special Administrative Region (“HKSAR”) and the Mainland, promote exchanges between the people of as well as economic and trade interactions between the two places, foster the realization of complementary advantages and collaborative development of the two economies, and fully unleash the benefits and efficiency of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, the Mainland and the HKSAR, after consultation, have reached the following arrangement for the establishment of a port at the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link for implementing co-location arrangement:

Chapter 1 Establishment of Port

Article 1 Both sides agree to establish a port at the West Kowloon Station of the HKSAR to implement co-location arrangement whereby both sides will, in accordance with their respective laws, exercise exit and entry regulation, including immigration inspection, customs regulation, and inspection and quarantine measures etc., on departing and arriving persons travelling between the Mainland and the HKSAR, as well as their personal belongings and luggage.

The West Kowloon Station Port comprises the Hong Kong Port Area and the Mainland Port Area. The Hong Kong Port Area is to be established by the HKSAR and be subject to its jurisdiction in accordance with the laws of the HKSAR and managed as a cross-boundary restricted area. The Mainland Port Area is to be established by the Mainland and be subject to its jurisdiction in accordance with this Co-operation Arrangement and the laws of the Mainland, and the port administration system is to be implemented thereat.

(English translation for reference only)

Article 2 The Mainland Port Area comprises the designated areas on B2 and B3 levels, the platform areas on B4 level as well as the relevant connecting passageways at the West Kowloon Station, and includes the Mainland Clearance Area and back office, the waiting hall for departing passengers, station platforms and the connecting passageways and escalators. Details of the area of the Mainland Port Area are set out in the **Annex**.

The train compartments of trains in operation on the Guangzhou-Shenzhen-Hong Kong Express Rail Link within the HKSAR (including trains which are in motion, stationary and during embarkation or disembarkation) are also regarded as part of the Mainland Port Area.

Save for the above-mentioned areas and high-speed rail train compartments which are included in the Mainland Port Area, all other operating areas and facilities of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (including the Shek Kong Stabling Sidings, railway tracks and tunnels) do not form part of the Mainland Port Area.

The Mainland Port Area will be made available by the HKSAR to the Mainland for use and for exercising jurisdiction in accordance with this Co-operation Arrangement. The acquisition of the right to use the areas of the Mainland Port Area, the duration and the fees (including the fees for repairs and maintenance of relevant buildings and structures and related facilities in the Mainland Port Area) etc. will be provided for in a contract to be entered into by the two sides.

Article 3 The establishment of the Mainland Port Area does not affect construction rights, rights relating to the performance of construction work, service concession, operation as well as regulation of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link; nor does it affect the rights and benefits regarding assets (including relevant lands as well as movable or immovable assets on these lands) and facilities pertaining to the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link. The HKSAR will continue to handle these matters in accordance with the laws of the HKSAR and exercise jurisdiction over these matters in accordance with this Co-operation Arrangement.

Chapter 2 Delineation of Jurisdiction over the Mainland Port Area

Division One – Matters under the Jurisdiction of the Mainland

Article 4 With effect from the date of commissioning of the Mainland Port Area, except for the matters provided for in Article 3 and Article 7 of this Co-operation Arrangement, the Mainland will exercise jurisdiction (including jurisdiction of the courts) over the Mainland Port Area in accordance with this Co-operation Arrangement and the laws of the Mainland.

In handling those matters which are subject to the jurisdiction of the Mainland as set out in the preceding paragraph, for the purposes of the application of the laws of the Mainland and the laws of the HKSAR and the delineation of jurisdiction (including jurisdiction of the courts), the Mainland Port Area will be regarded as being situated in the Mainland.

Article 5 Mainland immigration inspection authority, customs authority and inspection and quarantine authority will apply regulation in respect of cross-boundary transport vehicles to the trains, and perform relevant immigration inspection, customs regulation and inspection and quarantine procedures in the Mainland Port Area.

Article 6 Immigration inspection authority, customs authority, inspection and quarantine authority, integrated port administration authority and railway police authority stationed by the Mainland (“Mainland Authorities Stationed at the Mainland Port Area”) will perform duties and functions in the Mainland Port Area in accordance with the laws of the Mainland. They shall not enter any area outside the Mainland Port Area to enforce the law, and have no law enforcement powers outside the Mainland Port Area.

Division Two – Matters under the Jurisdiction of the HKSAR

Article 7 The HKSAR exercises jurisdiction (including jurisdiction of the courts) over the following matters in accordance with the laws of the HKSAR:

(English translation for reference only)

1. the performance of duties and functions or matters related to the performance of duties and functions by designated personnel, i.e. holders of valid permit issued by the HKSAR Government or the Hong Kong operator of the Guangzhou-Shenzhen-Hong Kong Express Rail Link who enter the Mainland Port Area or pass through the Mainland Port Area to other places within the West Kowloon Station to carry out duties and functions. Save as stated above, these personnel should comply with the laws of the Mainland inside the Mainland Port Area and be subject to regulation by the Mainland Authorities Stationed at the Mainland Port Area;
2. matters relating to the standards of, and the duties, responsibilities and liabilities concerning, the construction, insurance and design, repair and maintenance of buildings and structures and related facilities (including fire safety; storage facilities of dangerous goods; lifts; escalators; plumbing installations; installations relating to waste and wastewaters; public address systems; ventilation; electricity and energy efficiency etc.), other than facilities and equipments provided by the Mainland Authorities Stationed at the Mainland Port Area themselves or exclusively used by them in carrying out duties and functions pursuant to this Co-operation Arrangement;
3. matters relating to the carrying on of business, related insurance and tax affairs of the Hong Kong operator of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and service provider(s), as well as the tax affairs and employment-related obligations, rights and benefits, protection and insurance of their staff members. Service provider(s) referred to above does not include a provider of services to the Mainland Authorities Stationed at the Mainland Port Area or to the Mainland operator of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, where such service provider does not carry on business in any area of the HKSAR outside the Mainland Port Area;
4. matters relating to the regulation and monitoring of the operational safety of the railway system of the Hong Kong

(English translation for reference only)

Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, as well as matters relating to environmental regulation and control;

5. unless the parties by agreement indicate otherwise (whether such agreement is made in writing, orally or by conduct), matters pertaining to the contractual or other legal relationships of a civil nature among the following bodies or individuals in the Mainland Port Area: the Hong Kong operator of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, contractor(s) of construction works of the West Kowloon Station, material or service provider(s), staff member(s) of the above bodies, and passenger(s) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link;
6. matters under the responsibility of the Hong Kong operator of the Guangzhou-Shenzhen-Hong Kong Express Rail Link as provided for in the Guangzhou-Shenzhen-Hong Kong Express Rail Link Operating Co-operation Agreement (including any subsequent amendment or supplementary agreement thereto) made between the Hong Kong operator and the Mainland operator of the Guangzhou-Shenzhen-Hong Kong Express Rail Link.

Article 8 The HKSAR is responsible for the management of the railway transport service at the West Kowloon Station. The relevant Mainland and HKSAR bodies are to separately agree on the management system of the railway transport service after consultation, which should include the following:

1. the HKSAR is to implement a passenger real-name ticket sales system and conduct real-name inspection on high-speed rail passengers (including the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link);
2. the HKSAR is to perform security checks on high-speed rail passengers who enter the West Kowloon Station for departure from the HKSAR.

**Chapter 3 Exit and Entry Regulation of Passengers
of the Hong Kong Section of the Express Rail Link**

Article 9 Passengers bound for the HKSAR, before leaving the Mainland Port Area, are to be regarded as being present in the Mainland and be subject to exit regulation by the Mainland immigration inspection authority, customs authority and inspection and quarantine authority in accordance with the laws of the Mainland. If they comply with the laws of the Mainland, they will be permitted to leave the Mainland in accordance with law. If they contravene the laws of the Mainland, the said Mainland authorities will take corresponding legal measures according to the actual circumstances of the case and in accordance with law.

Article 10 Passengers bound for the Mainland, upon entering the Mainland Port Area, are to be regarded as being present in the Mainland and be subject to entry regulation by the Mainland immigration inspection authority, customs authority and inspection and quarantine authority in accordance with the laws of the Mainland. If they comply with the laws of the Mainland, they will be permitted to enter the Mainland in accordance with law. If they contravene the laws of the Mainland, the said Mainland authorities will take corresponding legal measures according to the actual circumstances of the case and in accordance with law.

**Chapter 4 Liaison and Coordination Mechanism and
Mechanism for Handling Emergencies**

Article 11 Both sides agree to set up a port liaison and coordination mechanism to enhance communication and co-operation in the areas of clearance coordination, joint combat against smuggling, upholding law and order, fire safety, as well as counter-terrorism and anti-riot measures etc., to ensure the safe, smooth and efficient operation of the Mainland Port Area and its effective regulation.

Article 12 Both sides agree to set up a mechanism for handling emergencies and to draw up emergency plans together to assist the Mainland in handling sudden or emergency incidents which may occur in the Mainland

(English translation for reference only)

Port Area in the course of operation, including sudden occurrences of public health incidents, major water and electricity supply incidents, terrorist attacks, fire incidents, incidents of serious violence, hazardous chemicals or explosives incidents, outbreak of communicable diseases, nuclear, biological and chemical incidents, outbreak of animal or plant diseases, abnormalities in train operations etc. Both sides also agree to put in place a liaison officer system for the above purposes and to communicate and regularly arrange joint drill exercises.

At the request of the Mainland Authorities Stationed at the Mainland Port Area and with their authorization, relevant HKSAR personnel may assist in conducting relevant activities in the Mainland Port Area for the purposes of rendering assistance in handling sudden or emergency incidents. They enjoy the protection, exemptions and immunities which they would have enjoyed if they had been subject to the laws of the HKSAR, as well as the protection, exemptions and immunities pursuant to the laws of the Mainland.

Article 13 Both sides agree to formulate and sign a collaborative implementation plan for the operation and management of the West Kowloon Station Port in accordance with the principles established under this Co-operation Arrangement. The plan will prescribe the details of their collaboration in the operation and management of the West Kowloon Station Port.

Article 14 Both sides agree that in conducting any activity and in handling relevant matters in the Mainland Port Area, reasonable care will be exercised in accordance with the principles laid down in this Co-operation Arrangement and any other relevant agreement, so as to ensure the safety of persons and property in the Mainland Port Area. If one side breaches this requirement resulting in damage or loss to the other side, the former is to assume responsibility, including making reasonable compensation, and to make appropriate arrangements through consultations.

Chapter 5 Supplementary Provisions

Article 15 Both sides agree to resolve the disputes arising in the course of

(English translation for reference only)

the implementation of this Co-operation Arrangement through consultations, in the spirit of mutual co-operation, mutual support as well as mutual understanding.

Article 16 Matters which are not fully addressed in this Co-operation Arrangement may be expressly provided for by means of supplementary agreement(s) to be signed between the two sides after consultation and reaching consensus.

If this Co-operation Arrangement needs to be amended as a result of any change in the conditions of operation or regulation of the West Kowloon Station Port or for any other reason, the two sides must, after consultation and reaching consensus, sign a written document and submit it to the Central People's Government for approval.

Article 17 This Co-operation Arrangement will be reported to the Central People's Government for submission to the Standing Committee of the National People's Congress, and will come into effect upon approval by the latter. Thereafter, this Co-operation Arrangement is to be implemented by the relevant Mainland authorities and the HKSAR pursuant to their respective legal procedures (which, in the case of the HKSAR, include the enactment of local legislation).

This Co-operation Arrangement is signed on 18 November 2017 in Hong Kong in 8 originals, with each side holding 4 originals.

Signatory of the Mainland:

Signatory of the HKSAR:

MA Xingrui

Carrie LAM

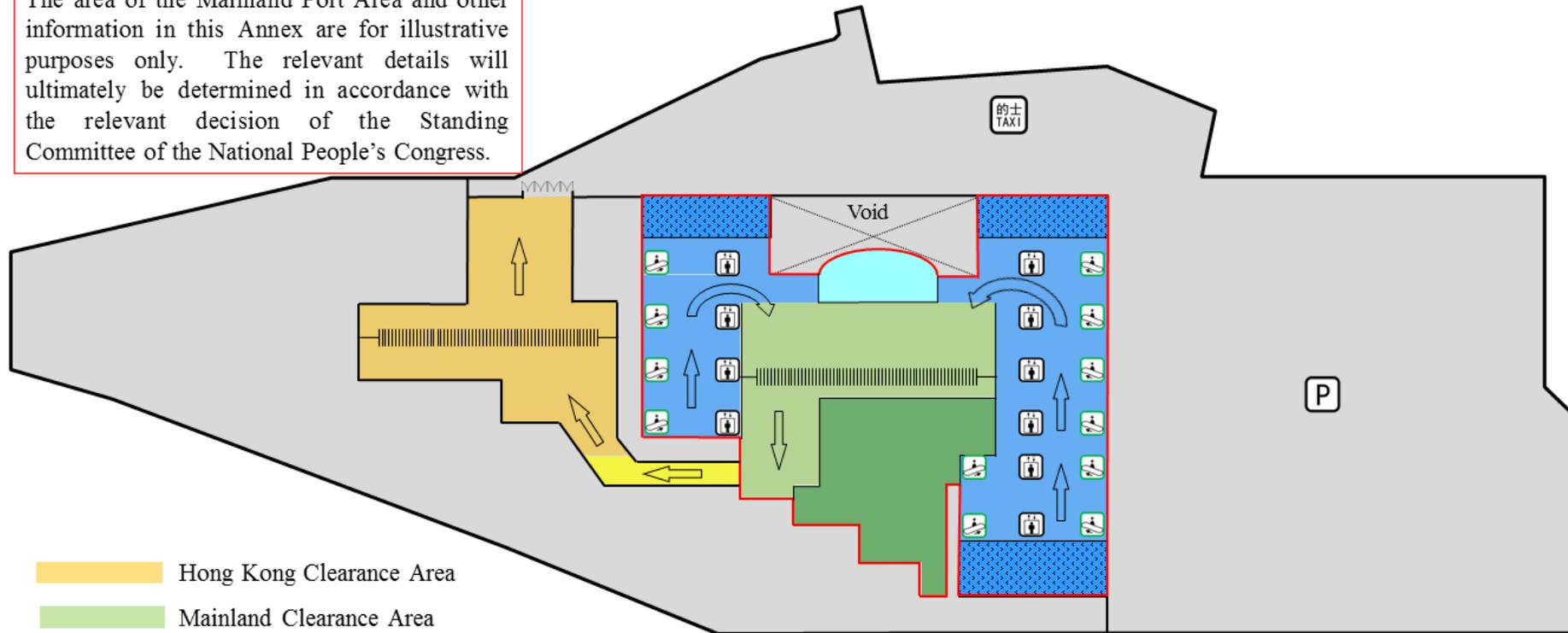
(Governor of Guangdong Province)

(Chief Executive of the HKSAR)

(English translation for reference only)

Annex B2 Arrival Level of the West Kowloon Station

The area of the Mainland Port Area and other information in this Annex are for illustrative purposes only. The relevant details will ultimately be determined in accordance with the relevant decision of the Standing Committee of the National People's Congress.



- Hong Kong Clearance Area
- Mainland Clearance Area
- Back office of the Mainland
- Passenger corridor between clearance areas
- Corridors for arriving passengers
- Corridors for arriving passengers (reserved area)
- Waiting hall for departing passengers (from B3)
- Other areas of the station
- Boundary of Mainland Port Area
- ← Route of arriving passengers

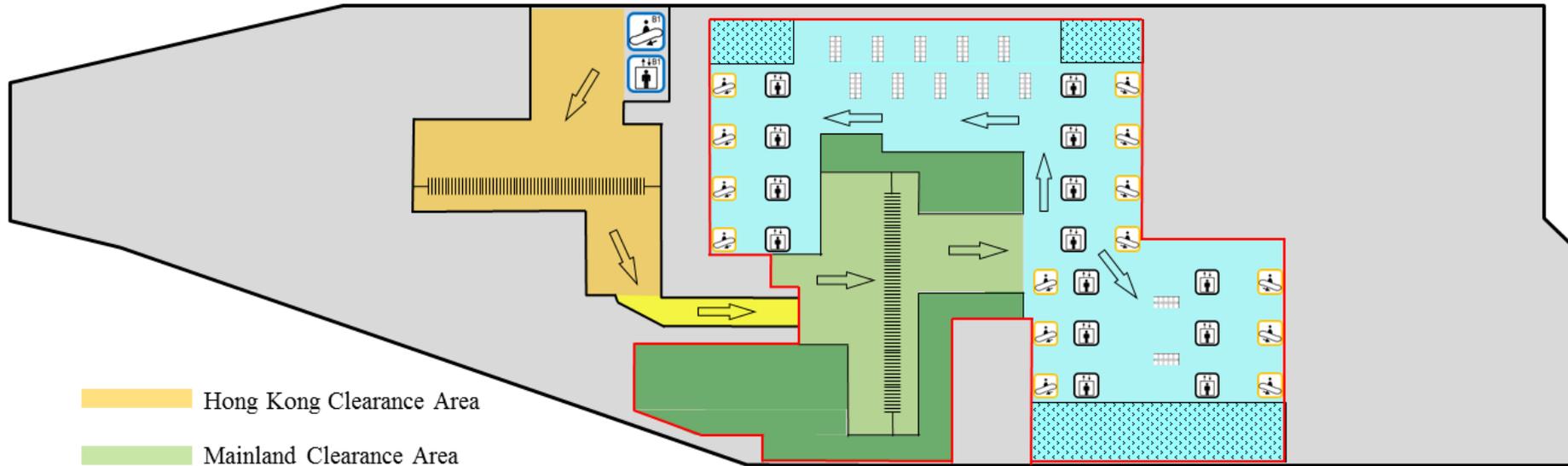
- Immigration channels/counters
- MMMM Gates
- ↑ ↓ Escalators from B4 to B2
- ⬆ Lifts
- 的士 TAXI Taxi stand
- P Public car park

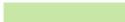
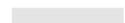
Note:

Upon operation of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, additional platforms may need to be commissioned in the West Kowloon Station to accommodate more train services. The reserved area refers to the parts on B2 Arrival Level which will be added accordingly.

(English translation for reference only)

B3 Departure Level of the West Kowloon Station



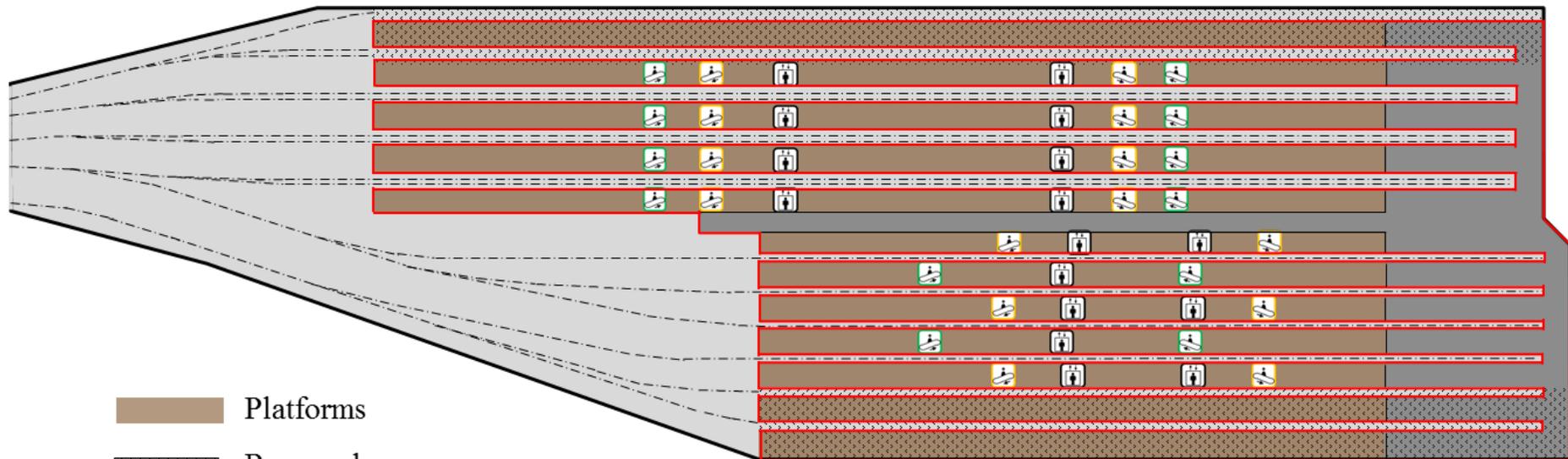
-  Hong Kong Clearance Area
-  Mainland Clearance Area
-  Back office of the Mainland
-  Passenger corridor between clearance areas
-  Waiting hall for departing passengers
-  Waiting hall for departing passengers (reserved area)
-  Other areas of the station
-  Boundary of Mainland Port Area
-  Route of departing passengers
-  Immigration channels/counters
-  Escalators from B1 to B3
-  Lift from B1 to B3
-  Escalators from B3 to B4
-  Lifts
-  Seats

Note:

Upon operation of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, additional platforms may need to be commissioned in the West Kowloon Station to accommodate more train services. The reserved area refers to the parts on B3 Departure Level which will be added accordingly.

(English translation for reference only)

B4 Platform Level of the West Kowloon Station



-  Platforms
-  Reserved area
-  Other areas of the station
-  Back-up passageways and sites for platforms
-  Tracks
-  Boundary of Mainland Port Area
-  Escalators from B4 to B2
-  Escalators from B3 to B4
-  Lifts

Note:

Upon operation of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, additional platforms may need to be commissioned in the West Kowloon Station to accommodate more train services. The reserved area refers to the positions of the additional platforms.

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 the HKS of XRL forecast data. (http://www.info.gov.hk/gia/general/201711/08/P2017110800362.htm)
29.11.2017	Hon Tanya CHAN raised a question on HKS of XRL. (http://www.info.gov.hk/gia/general/201711/29/P2017112900409.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
		Minutes of meeting	CB(1)2071/09-10

Date of meeting	Committee	Minutes/Paper	LC Paper No.
			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
--	Subcommittee on	Administration's paper on the	CB(1)1710/11-12(01)

Date of meeting	Committee	Minutes/Paper	LC Paper No.
	Matters Relating to Railways	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)	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
		Minutes of meeting	CB(4)62/15-16

Date of meeting	Committee	Minutes/Paper	LC Paper No.
			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_rdp20150703cb4-1412-2-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
		Administration's paper on the	CB(4)280/15-16(02)

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		Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	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_rdpcb4-663-1-c.pdf</p> <p>CB(4)663/16-17(02) http://www.legco.gov.hk/yr16-17/chinese/panels/tp/tp_rdp/papers/tp_rdpcb4-663-2-c.pdf</p> <p>CB(4)697/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdpcb4-697-1-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
15.11.2017	Council meeting	Government motion on the co-location arrangement at the West Kowloon Station of the HKS of XRL	http://www.legco.gov.hk/yr17-18/english/counmtg/mot/cm20171025gm-sth.htm Wording of the motion passed http://www.legco.gov.hk/yr17-18/english/counmtg/mot/cm20171115gm-sth-wordings-e.pdf

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

Date of meeting	Committee	Minutes/Paper	LC Paper No.
1.12.2017	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of HKS of XRL (quarterly report for the period ending 30 September 2017)	CB(4)260/17-18(04) http://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20171201cb4-260-4-e.pdf
4.1.2018#	--	The Standing Committee of the National People's Congress's decision on 27 December 2017 approving the Co-operation Arrangement for implementing Co-location Arrangement	CB(4)441/17-18(01) http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-441-1-e.pdf CB(4)441/17-18(02) http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-441-2-e.pdf CB(4)441/17-18(03) http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-441-3-e.pdf CB(4)441/17-18(04) http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-441-4-e.pdf

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