

# 立法會

## *Legislative Council*

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### **Panel on Transport**

#### **Subcommittee on Matters Relating to Railways Meeting on 1 June 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.<sup>1</sup> 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") prices<sup>2</sup>; (b) the construction of the non-railway works at an estimated cost of \$11.8 billion in MOD prices<sup>3</sup>; 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

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<sup>1</sup> 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.

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

<sup>3</sup> 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.

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.<sup>4</sup> 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 March 2018.

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<sup>4</sup> Hyperlink of the report:  
[http://www.legco.gov.hk/yr14-15/english/sc/sc\\_gshkerl/report/gshkerl\\_rpt-e.pdf](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 billion<sup>5</sup>, and 19.3% more than MTRCL's revised CTC of \$71.5 billion announced in August 2014.<sup>6</sup>

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:

- (a) the Administration shall bear and finance HKS of XRL project

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<sup>5</sup> 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.

<sup>6</sup> 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.

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 to the Subcommittee by MTRCL covering the period ending 31 December 2017, the overall progress of the HKS of XRL project was 98.6%, which was ahead of the planned progress of 95.6% 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, including the works for port area facilities, and the works related to fire services equipment. 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)538/17-18(05).

## **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. At the meeting of 15 November 2017, the Council passed a non-binding motion moved by the HKSAR Government in support of the Government in taking forward the follow-up tasks of the co-location arrangement pursuant to the "Three-step Process". Thereafter, the HKSAR Government formally commenced the "Three-step Process" by signing with the Mainland 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") on 18 November 2017. The NPCSC subsequently approved the Co-operation Arrangement through the "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" on 27 December 2017 ("Decision"), completing the second step of the "Three-step Process".

19. As the final step of the "Three-step Process", the HKSAR Government published the "Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Bill" ("the Bill") in the Gazette on 26 January 2018 to commence the local legislative process pursuant to the NPCSC's Decision and the Co-operation Arrangement to implement the co-location arrangement in the HKSAR. The Bill received its first reading on 31 January 2018 at LegCo. At the House Committee meeting on 2 February 2018, Members agreed to form a Bills Committee to study the Bill in detail.

20. The Bills Committee on Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Bill ("the Bills Committee") held 17 meetings with

the Administration to deliberate on the details of the Bill; and also held two whole-day public hearings to collect views of the public on the Bill.

21. Divergent views persisted amongst members of the Bills Committee on the Bill. Some members expressed support for the Bill and called for the passage of the Bill, which was key to the timely commissioning of the HKS of the XRL in September 2018. These members concurred with the Administration that the Decision had provided a sound legal basis for implementing co-location arrangement at WKS.

22. Some other members, however, had strong views against the Bill. They were deeply concerned about the constitutional and legal basis of the Bill and consider that the Bill would contravene the Basic Law, including Articles 11, 18, 19 and 22 of the Basic Law. The Hong Kong Bar Association had provided submissions to the Bills Committee, expressing grave concern that the Bill contravened the Basic Law and had no sound legal basis, and that the LegCo had no authority to pass a Bill that contravened the Basic Law. Members may refer to the report of the Bills Committee (LC Paper No. CB(4)1117/17-18) for details of its deliberations.

23. The Bills Committee completed the scrutiny of the Bill on 7 May 2018. Members of the Bills Committee supported the Administration's proposal to resume the Second Reading debate on the Bill at the Council meeting of 6 June 2018.

### **Members' major views and concerns**

24. 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

25. 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. Members were also concerned about the progress of the construction of the Station Entrance Building ("SEB").

26. 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. In respect of the construction of SEB, MTRCL stated in its progress report for the period ending 31 December 2017 that the installation of internal and external aluminum cladding was substantially completed. The temporary scaffolds in the SEB were dismantled, which enabled the Architectural Builders' Works and Finishes and building services works to progress in full swing.

#### Operation of HKS of XRL

27. 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.

28. Some Subcommittee members enquired about the details of the discussions between the Administration and MTRCL on the operation of the HKS of XRL, including the terms of the service concession and the future operating costs of the HKS of XRL. They also urged the Administration to consult the Subcommittee on certain important issues, including the duration of the service concession as well as the revenue and cost sharing arrangements, before finalizing the details with MTRCL. 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.

29. 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 trains 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 of 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.

30. During the scrutiny of the Bill, some members of the Bills Committee expressed concerns over the operation of the HKS of XRL. A member queried whether the Mass Transit Railway Ordinance (Cap. 556) or the relevant By-laws would be amended in order to facilitate the adoption of real-name ticket purchase for the HKS of the XRL. Some members of the Bills Committee requested the Administration to disclose information relating to the Supplemental Service Concession Agreement to be signed between the Administration and MTRCL, together with the financial estimates and economic benefits of the HKS of the XRL. The Administration was of the view that the above requested information was not strictly related to the Bill, and may not be relevant to the scope of discussion of the Bills Committee. However, the Administration provided its responses vide LC Paper Nos. CB(4)865/17-18(01) and CB(4)1038/17-18(06) to facilitate future discussions on appropriate platforms on the subject matters as necessary.

#### Cost overrun

31. 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.

32. 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.

33. 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 31 December 2017, MTRCL had received 1 090 substantiated claims and the amount claimed in total was approximately \$29.6 billion. A total of 294 cases were resolved and about \$9.336 billion was awarded.<sup>7</sup>

### Safety performance of trains

34. 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.

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

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

37. Some 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

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<sup>7</sup> Please refer to page 10 of Annex to LC Paper No. CB(4)538/17-18(05) for details.

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.

#### Testing and commissioning issues

38. The HKS of XRL commenced trial operations on 1 April 2018. However, the trial run of high-speed trains was suspended due to an incident happened in the evening of 3 April 2018 that some wheels of the a high-speed train stabled at the Shek Kong Stabling Sidings of the HKS of XRL shifted out of position. With the consent of the relevant Government departments, the trial run was resumed on 13 April 2018 after MTRCL revealed the preliminary investigation findings on the same day.

39. As reported by some media in May 2018, water seepage was found in the tunnel section near Mai Po which gave rise to instability of the signalling system. The trial run of that section was therefore suspended for a thorough examination. After the engineering staff of MTRCL examined the relevant section and confirmed that the incident did not affect any structural safety of the tunnel nor did it cause any safety issues, the trial run was then resumed.

40. On 24 May 2018, MTRCL informed that during the trial operations, it was found that the wearing of wheels of high-speed trains was faster than expected. MTRCL stressed that it was natural to have some kind of wear and tear when the steel wheels run on the steel rail, and the wearing of wheels was within acceptable standards. The situation had been greatly improved after adjusting the amount of lubricants to reduce the wearing.

#### Other issues

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

- (a) construction safety of the HKS of XRL project;
- (b) labour shortage problem for the HKS of XRL project;
- (c) issues relating to the XRL Agreement;
- (d) 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

- (e) provision of pedestrian links connecting WKS with the Kowloon Station, as well as escalators and lifts nearby.

### **Council questions and relevant papers**

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

### **Latest developments**

43. The Administration plans to update the Subcommittee on the progress of the construction of HKS of XRL at the meeting to be held on 1 June 2018.

Council Business Division 4  
Legislative Council Secretariat  
31 May 2018



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

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

<p>圖則名稱 drawing title 工務計劃項目第53TR號 廣深港高速鐵路香港段 - 鐵路建造工程 香港段位置圖 PWP ITEM NO. 53TR HONG KONG SECTION OF GUANGZHOU-SHENZHEN-HONG KONG EXPRESS RAIL LINK - CONSTRUCTION OF RAILWAY WORKS LOCATION PLAN OF HONG KONG SECTION</p>	<p>設計 designed K. K. LEI 23/11/09 繪圖 drawn Y. L. MA 23/11/09 核對 checked K. K. LEI 23/11/09 核准 approved C. W. YUNG 23/11/09</p> <p>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 1<sup>st</sup> 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 2<sup>nd</sup> 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 3<sup>rd</sup> half-yearly report for the period between 1 January and 30 June 2011.
- In April 2012, the Administration submitted the 4<sup>th</sup> half-yearly report for the period between 1 July and 31 December 2011.

- In October 2012, the Administration submitted the 5<sup>th</sup> half-yearly report for the period between 1 January and 30 June 2012.
- In May 2013, the Administration submitted the 6<sup>th</sup> 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 7<sup>th</sup> 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-

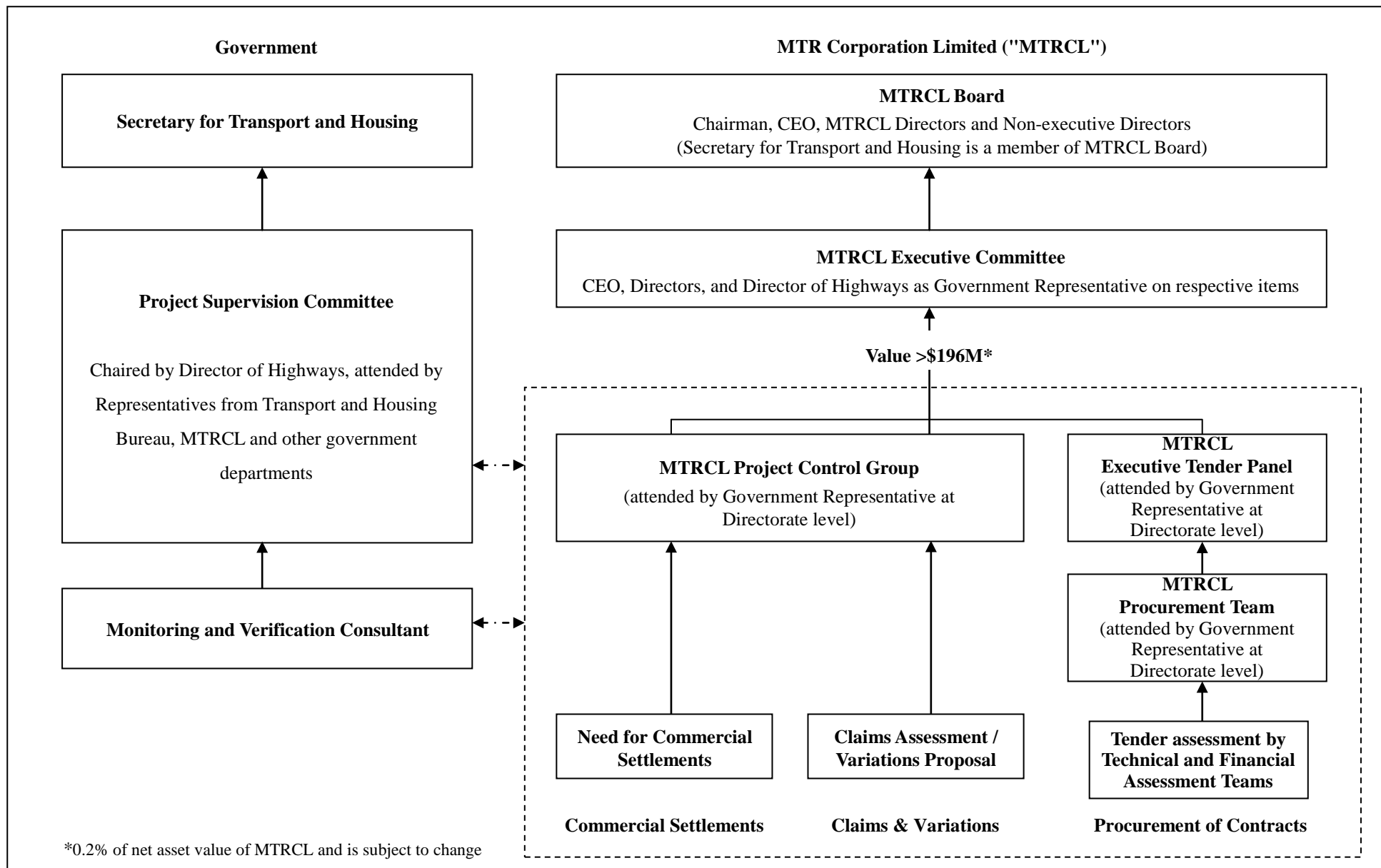
location arrangement").

- 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".
- On 26 January 2018, the Administration gazetted the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Bill ("the Bill"), which was 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 September 2018.
- In January 2018, 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 2017.
- At the LegCo House Committee meeting on 2 February 2018, the Bills Committee on Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Bill ("the Bills Committee") was formed to study the Bill in detail. The Bills Committee completed the scrutiny of the Bill on 7 May 2018. Members of the Bills Committee supported the Administration's proposal to resume the Second Reading debate on the Bill at the Council meeting of 6 June 2018.
- On 1 April 2018, the HKS of XRL commenced trial operations. However, the trial run of high-speed trains was suspended due to an incident happened in the evening of 3 April 2018 that some wheels of the a high-speed train stabled at the

Shek Kong Stabling Sidings of the HKS of XRL shifted out of position. With the consent of the relevant Government departments, the trial run was resumed on 13 April 2018 after MTRCL revealed the preliminary investigation findings on the same day.

- In May 2018, 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 2018.

**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 (1<sup>st</sup> half-yearly report for the period ending 30 June 2010) [LC Paper No. CB(1)2290/09-10(01)] (Annex 3)

*Project Supervision Committee ("PSC")*

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

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

*External monitoring and verification*

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

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

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

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

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

	Dr Hon KWOK Ka-ki raised a question on information on public works. ( <a href="http://www.info.gov.hk/gia/general/201703/29/P2017032900828.htm">http://www.info.gov.hk/gia/general/201703/29/P2017032900828.htm</a> )
17.5.2017	Hon CHAN Han-pan raised a question on HKS of XRL. ( <a href="http://www.info.gov.hk/gia/general/201705/17/P2017051700376.htm">http://www.info.gov.hk/gia/general/201705/17/P2017051700376.htm</a> )
25.10.2017	Hon Claudia MO raised a question on promotional works on HKS of XRL. ( <a href="http://www.info.gov.hk/gia/general/201710/25/P2017102500362.htm">http://www.info.gov.hk/gia/general/201710/25/P2017102500362.htm</a> )
8.11.2017	Hon Tanya CHAN raised a question on the HKS of XRL forecast data. ( <a href="http://www.info.gov.hk/gia/general/201711/08/P2017110800362.htm">http://www.info.gov.hk/gia/general/201711/08/P2017110800362.htm</a> )
29.11.2017	Hon Tanya CHAN raised a question on HKS of XRL. ( <a href="http://www.info.gov.hk/gia/general/201711/29/P2017112900409.htm">http://www.info.gov.hk/gia/general/201711/29/P2017112900409.htm</a> )
17.1.2018	Hon Tanya CHAN raised a question on co-location arrangement of the HKS of XRL. ( <a href="http://www.info.gov.hk/gia/general/201801/17/P2018011700514.htm">http://www.info.gov.hk/gia/general/201801/17/P2018011700514.htm</a> )
24.1.2018	Hon YIU Si-wing raised a question on ticketing arrangements for the XRL. ( <a href="http://www.info.gov.hk/gia/general/201801/24/P2018012300452.htm">http://www.info.gov.hk/gia/general/201801/24/P2018012300452.htm</a> )



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

**List of relevant papers**

<b>Date of meeting</b>	<b>Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
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 <a href="http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-68e.pdf">http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-68e.pdf</a>
		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 <a href="http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-69e.pdf">http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-69e.pdf</a>
		Minutes of meetings	PWSC32/09-10 <a href="http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091202.pdf">http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091202.pdf</a>  PWSC33/09-10 <a href="http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091203.pdf">http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091203.pdf</a>
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 <a href="http://www.legco.gov.hk/yr09-10/english/fc/fc/papers/f09-44e.pdf">http://www.legco.gov.hk/yr09-10/english/fc/fc/papers/f09-44e.pdf</a>
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) <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0416cb1-1573-4-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0416cb1-1573-4-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(1)2071/09-10 <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100416.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100416.pdf</a>
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 <sup>st</sup> half-yearly report for the period ending 30 June 2010)	CB(1)2290/09-10(01) <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0706cb1-2290-1-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0706cb1-2290-1-e.pdf</a>
20.9.2010	Subcommittee on Matters Relating to Railways	Minutes of meeting	CB(1)757/10-11 <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100920.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100920.pdf</a>
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 <sup>nd</sup> half-yearly report for the period between 1 July 2010 and 31 December 2010)	CB(1)1585/10-11(07) <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0318cb1-1585-7-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0318cb1-1585-7-e.pdf</a>
		Minutes of meeting	CB(1)184/11-12 <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110520.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110520.pdf</a>
--	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) <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdpcb1-3049-1-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdpcb1-3049-1-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
--	Subcommittee on Matters Relating to Railways	Administration's paper on the fourth half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 July 2011 and 31 December 2011)	CB(1)1710/11-12(01) <a href="http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdpcb1-1710-1-e.pdf">http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdpcb1-1710-1-e.pdf</a>
--	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) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdpcb1-24-2-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdpcb1-24-2-e.pdf</a>
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) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1072-3-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1072-3-e.pdf</a>
		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) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1108-1-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1108-1-e.pdf</a>
		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) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1434-1-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1434-1-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(1)1870/12-13 <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130524.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130524.pdf</a>
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) <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdpcb1-81-1-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdpcb1-81-1-e.pdf</a>
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) <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp1112cb1-782-1-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp1112cb1-782-1-e.pdf</a>	
Minutes of meeting		CB(1)1010/13-14 <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20131122.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20131122.pdf</a>	
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) <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0505cb1-1328-3-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0505cb1-1328-3-e.pdf</a>
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) <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0505cb1-1354-1-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0505cb1-1354-1-e.pdf</a>	

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) <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0519cb1-1422-2-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0519cb1-1422-2-e.pdf</a>
		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) <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0519cb1-1438-1-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0519cb1-1438-1-e.pdf</a>
		Minutes of meetings	CB(1)1904/13-14 <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140505.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140505.pdf</a>  CB(1)1987/13-14 <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140519.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140519.pdf</a>
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) <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0704cb1-1722-5-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0704cb1-1722-5-e.pdf</a>
		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) <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0704cb4-307-1-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0704cb4-307-1-e.pdf</a>
		Minutes of meeting	CB(1)139/14-15 <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140704.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140704.pdf</a>

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) <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20141124cb1-260-4-e.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20141124cb1-260-4-e.pdf</a>
		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) <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150102cb4-575-1-e.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150102cb4-575-1-e.pdf</a>
		Minutes of meeting	CB(4)623/14-15 <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/minutes/rdp20150102.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/minutes/rdp20150102.pdf</a>
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) <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150306cb4-576-5-e.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150306cb4-576-5-e.pdf</a>
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) <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150519cb4-954-7-e.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150519cb4-954-7-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(4)62/15-16 <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/minutes/rdp20150519.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/minutes/rdp20150519.pdf</a>
--	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) <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdpcb4-1412-2-e.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdpcb4-1412-2-e.pdf</a>
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) <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150703cb4-1273-1-e.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150703cb4-1273-1-e.pdf</a>
		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) <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150703cb4-1416-1-e.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150703cb4-1416-1-e.pdf</a>
		Minutes of meeting	CB(4)1491/14-15 <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/minutes/rdp20150703.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/minutes/rdp20150703.pdf</a>
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) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151204cb4-280-1-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151204cb4-280-1-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's paper on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(4)280/15-16(02) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151204cb4-280-2-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151204cb4-280-2-e.pdf</a>
		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) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151204cb4-280-3-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151204cb4-280-3-e.pdf</a>
		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) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151214cb4-333-2-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151214cb4-333-2-e.pdf</a>
		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) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151214cb4-394-1-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151214cb4-394-1-e.pdf</a>
		Minutes of meetings	CB(4)617/15-16 <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20151204.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20151204.pdf</a>  CB(4)878/15-16 <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20151214.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20151214.pdf</a>



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 <a href="http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/p15-50e.pdf">http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/p15-50e.pdf</a>
		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 <a href="http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/p15-51e.pdf">http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/p15-51e.pdf</a>
		Minutes of meeting	PWSC78/15-16 <a href="http://www.legco.gov.hk/yr15-16/english/fc/pwsc/minutes/pwsc20151223.pdf">http://www.legco.gov.hk/yr15-16/english/fc/pwsc/minutes/pwsc20151223.pdf</a>
5.2.2016 20.2.2016 26.2.2016 27.2.2016 11.3.2016	Finance Committee	Administration's paper	FCR(2015-16)46 <a href="http://www.legco.gov.hk/yr15-16/english/fc/fc/papers/f15-46e.pdf">http://www.legco.gov.hk/yr15-16/english/fc/fc/papers/f15-46e.pdf</a>
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) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160222cb4-610-7-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160222cb4-610-7-e.pdf</a>
		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) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160222cb4-790-1-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160222cb4-790-1-e.pdf</a>

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) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160222cb4-960-1-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160222cb4-960-1-e.pdf</a>
		Minutes of meeting	CB(4)983/15-16 <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20160222.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20160222.pdf</a>
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) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160627cb4-1136-5-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160627cb4-1136-5-e.pdf</a>
		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) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160627cb4-1167-1-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160627cb4-1167-1-e.pdf</a>
		Minutes of meeting	CB(4)1313/15-16 <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20160627.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20160627.pdf</a>

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) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdpcb4-1317-2-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdpcb4-1317-2-e.pdf</a>
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) <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20161209cb4-243-8-e.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20161209cb4-243-8-e.pdf</a>
		Minutes of meeting	CB(4)745/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/minutes/rdp20161209.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/minutes/rdp20161209.pdf</a>
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) <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20170210cb4-500-3-e.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20170210cb4-500-3-e.pdf</a>
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)	CB(4)1099/16-17(03) <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20170602cb4-1099-3-e.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20170602cb4-1099-3-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(4)132/17-18 <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/minutes/rdp20170602.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/minutes/rdp20170602.pdf</a>
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	CB(2)1966/16-17(01) <a href="http://www.legco.gov.hk/yr16-17/english/hc/papers/hccb2-1966-1-e.pdf">http://www.legco.gov.hk/yr16-17/english/hc/papers/hccb2-1966-1-e.pdf</a>
		Verbatim record of the proceedings	CB(2)2081/16-17 <a href="http://www.legco.gov.hk/yr16-17/chinese/hc/minutes/hc20170803.pdf">http://www.legco.gov.hk/yr16-17/chinese/hc/minutes/hc20170803.pdf</a>
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) <a href="http://www.legco.gov.hk/yr16-17/english/hc/papers/hccb2-1966-1-e.pdf">http://www.legco.gov.hk/yr16-17/english/hc/papers/hccb2-1966-1-e.pdf</a>
		Minutes of meeting	CB(4)336 /17-18 <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/ajlssetp20170808.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/ajlssetp20170808.pdf</a>
--	--	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 <a href="http://sobfle02.legco.hksar/sharedoc/r&amp;d/Land_and_asset_holding_arrangements_for_the_Hong_Kong_Section_of_the_Guangzhou-Shenzhen-Hong_Kong_Express_Rail_Link-e.pdf">http://sobfle02.legco.hksar/sharedoc/r&amp;d/Land and asset holding arrangements for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link-e.pdf</a>
15.11.2017	Council meeting	Government motion on the co-location arrangement at the West Kowloon Station of the HKS of XRL	<a href="http://www.legco.gov.hk/yr17-18/english/counmtg/mot/cm20171025gm-sth.htm">http://www.legco.gov.hk/yr17-18/english/counmtg/mot/cm20171025gm-sth.htm</a>  Wording of the motion passed <a href="http://www.legco.gov.hk/yr17">http://www.legco.gov.hk/yr17</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
			<a href="#">-18/english/counmtg/mot/cm20171115gm-sth-wordings-e.pdf</a>
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) <a href="http://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20171201cb4-260-4-e.pdf">http://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20171201cb4-260-4-e.pdf</a>
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	<p>CB(4)441/17-18(01) <a href="http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-441-1-e.pdf">http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-441-1-e.pdf</a></p> <p>CB(4)441/17-18(02) <a href="http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-441-2-e.pdf">http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-441-2-e.pdf</a></p> <p>CB(4)441/17-18(03) <a href="http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-441-3-e.pdf">http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-441-3-e.pdf</a></p> <p>CB(4)441/17-18(04) <a href="http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-441-4-e.pdf">http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-441-4-e.pdf</a></p>
--	--	Legislative Council Brief on Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Bill	THB(T)CR 9/1/16/581/99 <a href="http://sobfle02.legco.hksar/sharedoc/r&amp;d/Guangzhou-Shenzhen-Hong_Kong_Express_Rail_Link_(Co-location)_Bill-e.pdf">http://sobfle02.legco.hksar/sharedoc/r&amp;d/Guangzhou-Shenzhen-Hong_Kong_Express_Rail_Link_(Co-location)_Bill-e.pdf</a>

#Issue date

<b>Date of meeting</b>	<b>Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
2.2.2018	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 31 December 2017)	CB(4)538/17-18(05) <a href="http://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20180202cb4-538-5-e.pdf">http://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20180202cb4-538-5-e.pdf</a>

Council Business Division 4  
Legislative Council Secretariat  
31 May 2018