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Panel on Transport

Subcommittee on Matters Relating to Railways Meeting on 6 July 2010

Background brief on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link

Purpose

This paper provides background information on the Hong Kong section (HKS) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project. It also summarizes the major views and concerns expressed by Members on the project.

Background

2. XRL is an express rail of a total length of about 140 km 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 km long, which will be an underground railway running from the boundary at Huanggang to West Kowloon Terminus (WKT) located at the north of the West Kowloon Cultural District (WKCD), and between the Airport Express Kowloon Station and the West Rail Austin Station.

4. The alignment plans of the Hong Kong section and the Mainland section are at **Appendix I(a) and (b)** respectively. A chronology of major developments of HKS of XRL is at **Appendix II**.

Connecting with national high-speed rail network

5. HKS of XRL will become part of the 16 000 km national high-speed

rail network now being developed in full stream, connecting Hong Kong with the Beijing-Guangzhou Passenger Line and Hangzhou-Fuzhou-Shenzhen Passenger Line (**Appendix III**). Journey time between Hong Kong and the Central and Southern Mainland and various major Mainland cities will be greatly shortened. For example, XRL passengers departing WKT will take four hours to arrive Changsha, five hours to Wuhan, Xiamen and Fuzhou, and eight and 10 hours to Shanghai and Beijing respectively. The journey time between Hong Kong and Guangzhou will be reduced from about 100 minutes to 48 minutes¹. The journey time from WKT to Futian Station and the Shenzhen North Station of Longhua in Shenzhen will be about 14 and 23 minutes respectively.

6. XRL will terminate at the New Guangzhou Passenger Terminus at Shibi in Guangzhou. Shibi, together with the stations at Beijing, Shanghai and Wuhan, are designated as the four major national railway passenger hubs of the Mainland. The Terminus is planned to be a mega transport hub, extensively served by high-speed railway routes, inter-city rapid transit routes, urban metro lines of Guangzhou and Foshan and various public transport services.

Funding arrangement of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link

7. In order to take forward the project, the Administration submitted in December 2009 the following funding applications for the Public Works Subcommittee (PWSC)'s recommendation to Finance Committee (FC)'s approval -

- (a) the construction of the railway works (at an estimated cost of \$55 billion in money-of-the-day (MOD) prices);
- (b) the construction of the non-railway works (at an estimated cost of 11.8 billion in MOD prices); and
- (c) special ex-gratia payments in relation to HKS of XRL (at an estimated cost of \$86 million).

Discussions held by LegCo Members on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link

8. On 20 October 2009, the Chief Executive-in-Council (ExCo)

¹ The journey time is calculated based on a single trip between WKT of Hong Kong and the Shibi Station in Guangzhou.

approved the implementation of HKS of XRL project and the Government'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. The Subcommittee on Matters Relating to Railways (the Subcommittee) subsequently held a series of meetings between the end of October and mid-November 2009 to discuss various issues concerning the project, such as the cost estimates, economic benefits and operational viability, arrangements for co-location of boundary control facilities, location of WKT and its supporting facilities, reprovisioning for Choi Yuen Tsuen villagers and compensations for affected residents.

9. PWSC further discussed the funding proposals at its meetings on 2 and 3 December 2009. The funding proposals were recommended by PWSC and approved by FC on 16 January 2010. The major concerns raised by Members on the project are summarized in ensuing paragraphs.

Project cost and economic benefit forecast

10. Some Members expressed grave concern about the large increase in the project cost estimate, which had risen from \$35.4 billion in April 2008 to \$53.7 billion in September 2009 for the railway works, and from \$4.1 billion to \$11.5 billion during the same period for the non-railway works. The Administration explained that construction prices had surged rapidly in the past few years. The latest estimate reflected an overall escalation of the construction price of some 42% between 2006 and 2009, which was in line with the relevant magnitude of 48% of the West Island Line project.

11. Members noted that the Administration intended to set the XRL fare at a level comparable to other transport means, as shown below -

Destination	XRL*	Boundary/ Through Trains*	Buses*
Shenzhen	\$45 (Futian) - \$49 (Longhua)	\$34 - 41	\$10 - 45
Dongguan	\$131 (Humen)	\$145	\$100
Guangzhou	\$180 (Shibi)	\$190 - 210	\$80 - 100

* assumed fare (per trip) of various transport means

12. In view of the high project cost and the fare policy for HKS of XRL, some Members expressed concern about the profitability of HKS of XRL and whether heavy government subsidies for the operation of HKS would be

required. These Members urged the Administration to explore alternative options to reduce the project cost, including the proposal of The Professional Commons to relocate the XRL terminus at Kam Sheung Road as detailed in paragraph 16 below.

13. The Administration advised that the operation of HKS would not require heavy government subsidies. The Administration estimated that over 50 years of operation, the quantifiable economic benefits of HKS of XRL would amount to 87 billion in 2009 prices (4% discount rate per annum). The construction of HKS was expected to create 11 000 job opportunities. The estimated patronage in 2016 could go up to 116 000, with discounted economic benefits over 50 years of \$106 billion, representing an Economic Internal Rate of Return (EIRR)² of 7%. Even in a low patronage scenario based on less optimistic assumptions, the estimated patronage in 2016 would be around 89 000, with discounted economic benefits over 50 years of \$78 billion, representing an EIRR of 5%.

14. In addition, the Government under the funding arrangement would fund the construction of and ultimately own the railway, while the MTR Corporation Limited (MTRCL) would be granted a service concession for the operation. The Government would receive from MTRCL a service concession payment of about \$28.1 billion for an operation period of 50 years. Upon the end of the service concession, MTRCL would have to return an operating railway to the Government, the residual value of which was estimated to be around \$31 billion. The Administration was of the view that HKS of XRL would help reinforce Hong Kong's status as a transport, financial and commercial hub of China, and enable Hong Kong to expand its market into and attract talents from the Mainland.

Project management cost

15. On 20 October 2009, the Government decided that MTRCL should be asked to proceed with the construction, testing and commissioning of HKS of XRL on the understanding that it would be invited to undertake HKS of XRL under the concession approach. MTRCL's project management cost³ for the XRL project covering the railway works and non-railway works is estimated at \$3,261 million and \$699 million respectively (in September 2009 prices). Some Members expressed concern whether the project management

² According to the Administration, a government project is generally considered viable if EIRR exceeds the social discount rate of 4%.

³ Project management cost for the project (covered in the funding applications for the construction of the railway works and non-railway works) includes staff costs for the project team, project headquarters and other support services. The project team provides support for the design, project management, project planning, design management and construction supervision; the project headquarters team provides support for the project control, planning and programming and procurement and contracts etc. Other support services cover human resources, legal, public relations, finance and information technology etc.

cost was on the high side and whether any independent assessment had been conducted for the estimate of the project management cost. The Administration advised that the Highways Department (HyD) had engaged an independent engineering consultant to conduct assessments and vet the project management cost. The consultant considered that the estimate of project management cost reasonable.

Location of the Hong Kong terminus

16. The Subcommittee received a briefing by The Professional Commons on their proposal at its meeting on 6 November 2009. It was proposed that the terminus should be located on the west side of the existing West Rail station and entirely above ground, and that a new spur line connecting the Kam Sheung Road Station and the existing Tsing Yi Station and using the Airport Express Line (AEL)/Tung Chung Line (TCL) corridor to convey passengers to the city centre. The Professional Commons claimed that the proposal would only cost about \$25 billion.

17. In response to The Professional Commons' proposal, the Administration explained that the proposed location of XRL terminus should be at the heart of the future business and tourist areas in West Kowloon and, together with the adjacent Kowloon Station of AEL/TCL and Austin Station of Kowloon Southern Link (KSL), it would become a major railway hub of Hong Kong. It would also be served by several existing and future highways and would be close to most major business, commercial, retail, hotel and residential district in Hong Kong. Departing from WKT, most commercial districts (e.g. Central) would be accessible in around 15 minutes, and most residential districts in the territory (e.g. Taikoo Shing, Sha Tin, Tsuen Wan and Yuen Long) would be accessible in around 30 minutes. The Administration considered that West Kowloon was more accessible to a wider portion of the population than other alternative locations in the New Territories.

18. The Administration pointed out that sharing the AEL/TCL corridor would restrict the scope of further connection between TCL and the proposed North Hong Kong Island Line and the expansion of AEL/TCL services. As the Kam Sheung Road Station was surrounded by many small houses, expanding the station to accommodate the XRL platforms and related facilities would affect more households than the current scheme. Moreover, any major change to the alignment of the current scheme would unavoidably delay the project for at least three years, and would likely drive up the project cost.

Choi Yuen Tsuen

19. Under the HKS of XRL project, there would be an emergency rescue station (ERS) and stabling sidings (SSS) located at Choi Yuen Tsuen (CYT), Shek Kong. The Administration explained that ERS was an essential safety

facility for HKS while SSS were required to meet the operational requirements. The site at CYT had to be cleared for the construction works to start by late 2010 in order to meet the target of commissioning HKS of XRL in 2015. However, the proposal had met strong opposition from some CYT villagers, who expressed a strong sense of attachment to CYT and difficulty in adapting to non-village lifestyles. Members appreciated CYT villagers' wish to preserve their village and requested the Administration to consider alternative site options for setting up the necessary railway facilities for HKS of XRL, thus sparing CYT from clearance.

20. The Administration advised that, after studying all the alternatives sites proposed, the site location at CYT was still considered the best option as it would affect the least households. Members urged the Administration to meet the rehousing needs of CYT households and suggested that flexibility should be allowed in coming up with the compensation package for CYT villagers and other parties affected. The Government subsequently approved the special ex-gratia rehousing package⁴ proposed for CYT villagers and other parties affected by land resumption and clearance of various sites required under HKS of XRL. The Administration explained that the package would go beyond the present compensation and rehousing arrangements under the existing policy, and it aimed to provide assistance to villagers affected in an appropriate and flexible manner.

21. The Subcommittee discussed at its meeting on 13 November 2009 the special ex-gratia rehousing package. Members in general considered that the proposed package offered better compensation options to affected households than those available under the existing mechanism. Members requested the Administration to continue to provide active assistance to CYT villagers in finding suitable agricultural sites for those who wished to continue to farm and maintain their established community neighbourhood after the clearance of CYT.

Impact of the alignment of the Hong Kong section in the urban area (e.g. Tai Kwok Tsui) on residents affected

22. The urban section of HKS of XRL will run by the side of Lin Cheung Road, passing Hoi Wang Road, Tai Kwok Tsui district and Sham Mong Road, before entering Kam Shan via Lai Chi Kok Interchange. Resumption or temporary occupation of underground strata along the alignment will be required for the construction of the railway tunnel. HKS of XRL has to pass through the rock strata deep below the ex-coastline of Tai Kok Tsui district. The strata to be resumed will be around 25 - 50 meters below ground.

⁴ Under the package, qualified households affected by land clearance for HKS of XRL may choose one of the following special assistance options -

- (i) an ex-gratia cash allowance (EGCA) of \$600,000; or
- (ii) an EGCA of \$500,000 and the opportunity to purchase a surplus Home Ownership Scheme flat without being subject to the Comprehensive Means Test.

23. Members noted that the affected local community was deeply dissatisfied with the lack of prior consultation with the residents concerned, who were gravely concerned about the impact of the construction works on the structural integrity of their buildings and whether their redevelopment value might be affected. Members urged the Administration to take remedial actions and provide detailed information to address concerns of the residents.

24. As advised by the Administration in its information paper [PWSCI(2009-10)15)], the XRL Urban Information Centre was subsequently set up in November 2009 to handle residents' enquiries. A community liaison group and a Community Liaison Office were also planned to come into operation before the commencement of works. The Administration emphasized that the construction works would not pose any adverse impact on the structural safety of the buildings along the alignment. MTRCL would conduct pre-construction condition surveys and monitoring and execute the third party risks insurance policy to cover any liability incurred. Affected parties may also claim for damage arising from resumption/temporary occupation of land or underground strata under the Railways Ordinance (Cap 519). Claims regarding property redevelopment potential would be processed under the Ordinance.

25. The Administration advised at the Subcommittee meeting on 16 April 2010 that MTRCL had set up a dedicated team to conduct home visits and explain to residents the impacts of the construction works and the relevant building impact assessment report. The Administration had also invited the Hong Kong Institution of Engineers and employed independent surveying companies to offer independent professional advice to the affected residents.

Traffic impact on West Kowloon

26. Some Members expressed grave concern about the traffic impact on West Kowloon brought about by the development of WKT, as the current capacities of several major road junctions in the West Kowloon area were already saturated. The Administration advised that to tie in with the development of West Kowloon, the Transport Department had completed the West Kowloon Reclamation Development Traffic Study in 2009⁵. The purpose of the study is to improve the road network in West Kowloon, tackle the congestion at some road junctions in the area and address the future traffic need of the entire West Kowloon development area (including WKCD and WKT). The relevant improvement plans are set out in an information paper [LC Paper No. CB(1)389/09-10(01)] submitted by the Administration to the

⁵ The basic principle adopted in the study is to utilize a three-storey road network (i.e. one at-grade and two below ground), including the construction of an underpass connecting Austin Road West (near Canton Road) and Lin Cheung Road (north of Jordan Road) to segregate the through traffic from the local traffic and to provide direct access to major roads within the area and the nearby highways so as to ensure free access to and from WKCD, WKT and the Kowloon Station.

Subcommittee. With the implementation of local traffic management schemes and major road improvement works, the Administration was confident that the traffic pressure in the area would be relieved, with reserve capacity at most junctions remaining at above 10%⁶ at all times up to 2031.

27. According to the Administration, WKT will develop into a railway hub, with linkage to Kowloon Station of AEL and Austin Station of KSL through at-grade areas, a number of footbridges and subways. The Administration estimated that Kowloon Station would be some eight to 10 minutes' walk from WKT, while it would take about two to three minutes to walk from WKT to Austin Station. Moving walkways, escalators and lifts will be installed for most of these footbridges and subways to provide barrier-free access for the public.

Impacts of West Kowloon Terminus on West Kowloon Cultural District

28. A portion of WKT will encroach into the underground strata of WKCD. Some Members expressed concerns whether users of the cultural facilities would be affected by the noise impact of running XRL trains, and whether the construction of HKS would delay the implementation of WKCD. As advised by the Administration in its information paper [PWSCI(2009-10)15], enabling works, including those for the foundation, noise and vibration mitigation and the transfer plate, would be carried out in the strata of the extension of HKS of XRL into WKCD to ensure that the ground-borne noise generated from vibration would comply with the relevant statutory standards.

29. The Administration pledged that it would maintain close contact and coordination with the West Kowloon Cultural District Authority and ensure timely completion of both HKS of XRL and Phase I development of WKCD in 2015. The Joint Subcommittee to Monitor the Implementation of the WKCD Project formed under the Panel on Home Affairs and the Panel on Development held a meeting on 22 January 2010 to discuss the impact of the HKS of XRL project on WKCD. The Joint Subcommittee will continue to follow up the relevant issues.

Co-location of boundary control facilities

30. Members generally considered that if there were arrangements for co-location of boundary control facilities (BCF) in WKT, the attractiveness of XRL would be much enhanced and its economic benefits would be better utilized. The Administration explained that arrangements for co-location of BCF in WKT would involve complicated legal and constitutional issues which

⁶ In general, when the reserve capacity is more than 5%, most vehicles will pass through the road junction without waiting for more than one signal cycle. The larger the reserve capacity, the more traffic flow the road junction will be able to cope with.

require careful study. The Administration has set up an internal inter-disciplinary task force to study the co-location arrangements for XRL and discuss with the relevant Mainland authorities. Irrespective of the outcome of the deliberations, provisions have been provided for the co-location of BCF in WKT.

Mechanism for making regular reports on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link

31. The Administration briefed the Subcommittee on the mechanism for making regular reports on the construction of the HKS of the XRL project at its meeting on 16 April 2010. The Administration proposed to report the progress at six-monthly intervals. At the request of members, the Administration agreed that the progress reports would cover five major components, including railway tunnels, WKT, electrical and mechanical works, land clearance of CYT and impact on building structure in Tai Kwok Tsui district, as well as employment opportunities for local workers.

Recent developments

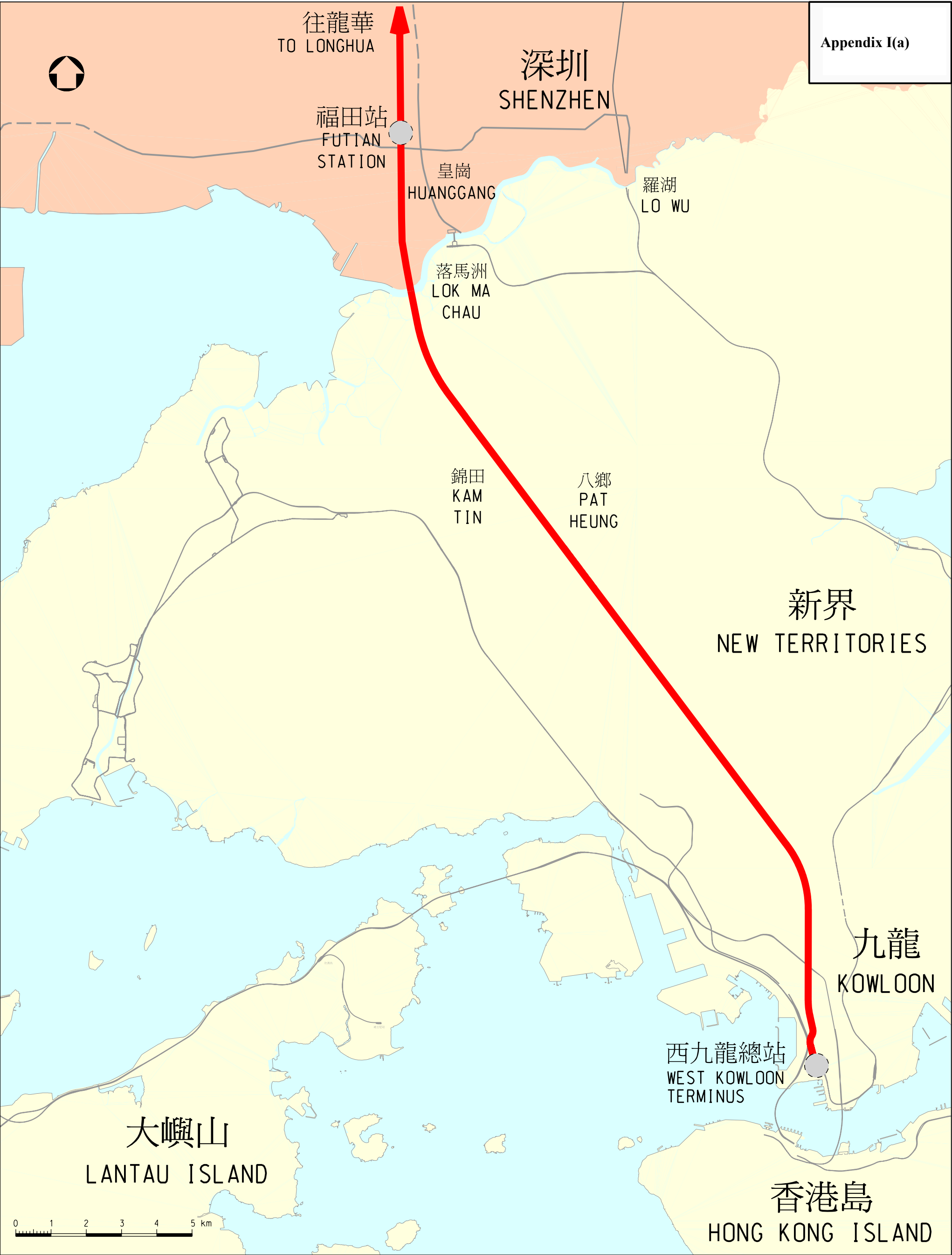
32. FC approved the funding application for HKS of XRL on 16 January 2010. The construction works for the new express link have started and are expected to be completed in 2015. A coordinating group has been established between HyD and the Ministry of Railways of the Central Government to co-ordinate the design, construction, operation and maintenance of HKS and the Mainland section.

33. The Administration aims to proceed with the clearance of CYT by mid-October 2010. Hon Abraham SHEK raised a written question on the resite of CYT at the Council meeting on 26 May 2010. The question and the Administration's reply are at **Appendix IV**.

34. The Administration has proposed to submit the first progress report on the construction of HKS of XRL covering the period between 16 January and 30 June 2010 at the meeting on 6 July 2010.

Relevant papers

35. A list of relevant papers is at **Appendix V**.



Appendix I(a)

圖則名稱 drawing title

廣深港高速鐵路香港段中線方案
CENTRAL ALIGNMENT SCHEME FOR HONG KONG SECTION OF XRL

高鐵路工程進度(內地段)

Express Rail Link Work Progress (Mainland Section)



Chronology of major developments of the Hong Kong section of XRL

- In 2000, XRL (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 then Kowloon Canton Railway Corporation (KCRC) recommended two alignment options for the Hong Kong section 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 (NOL) 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, CE-in-Council decided that the Hong Kong section of XRL should proceed on the basis of the Shared Corridor Option.
- Subsequently, several planning changes were made to the Mainland's section of XRL bearing significant implications to the choice of corridor option for the Hong Kong section -
 - 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 m wide for XRL.

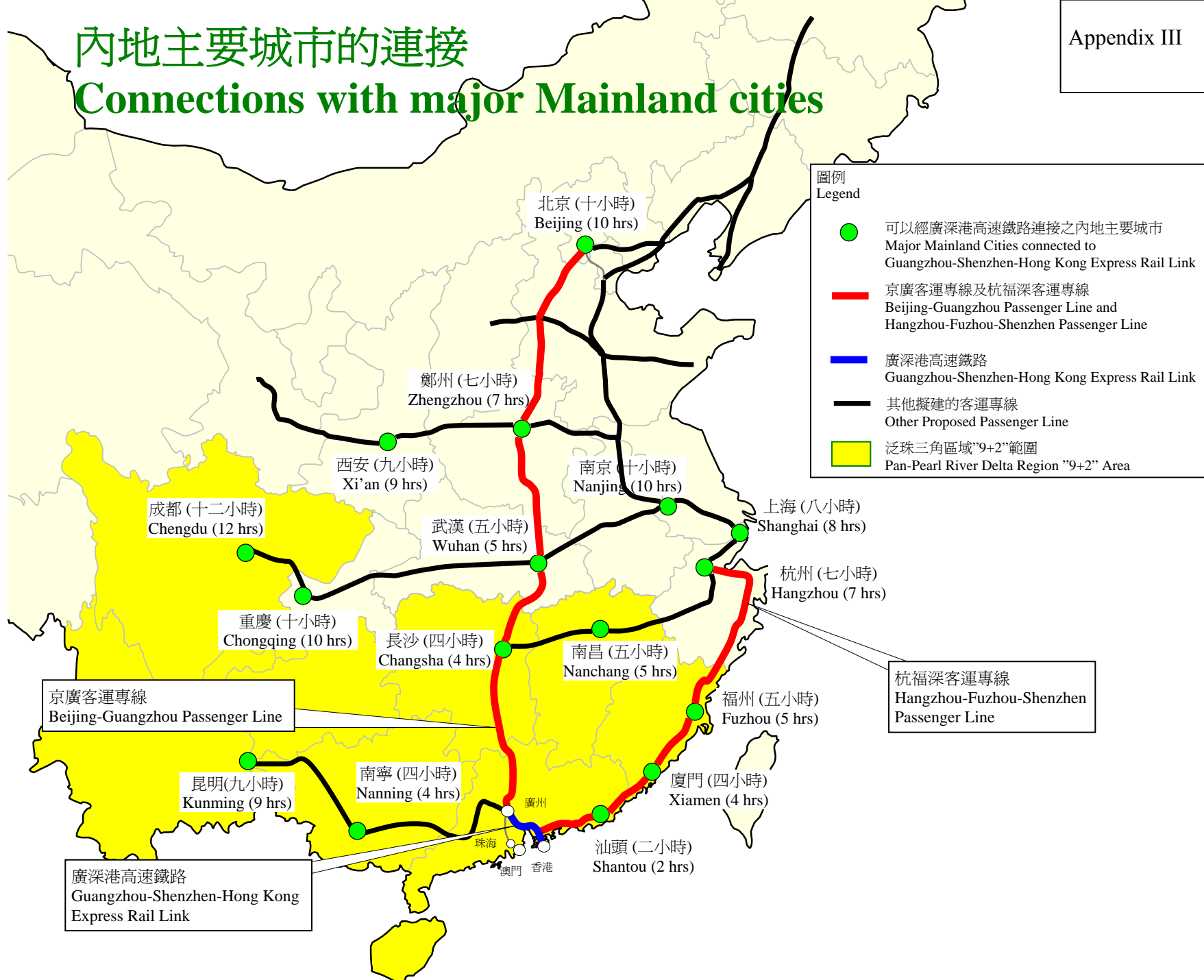
As a result, if the Shared Corridor Option is to be adopted, the increase in XRL patronage and train frequency would saturate the WRL corridor shortly after the opening of XRL.

In addition, the deployment of new train cars of up to 3.4 m-wide for XRL will conflict with the platform configurations of three WRL Stations, which are designed for train cars no more than 3.1m 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, the Chief Executive-in-Council (CE-in-Council) decided that the Dedicated Corridor Option should be adopted in-principle for the Hong Kong section 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.
- On 22 April 2008, CE-in-Council decided to invite the MTR Corporation Limited to proceed with further planning and design of the Hong Kong section of XRL. On 8 July 2008, the Finance Committee (FC) approved the funding for the design and site investigation of the Hong Kong Section of XRL.
- In October 2008, CE announced the proposed Hong Kong Section of XRL as one of the 10 major infrastructure projects. The railway scheme 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 Hong Kong section of XRL project and the Government's recommendation to seek funding approval from FC so that the construction of the project can 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 Hong Kong section 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.

內地主要城市的連接

Connections with major Mainland cities



Appendix IV

Press Releases

LCQ12: Resite of Choi Yuen Tsuen

Following is a question by the Hon Abraham Shek Lai-him and a written reply by the Acting Secretary for Transport and Housing, Mr Yau Shing-mu, at the Legislative Council meeting today (May 26):

Question:

Some villagers of Choi Yuen Tsuen (CYT) in Shek Kong have relayed to me that because of the works of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link, they have to move out of the village but they hope to resite the whole village. They have pointed out that apart from identifying sites for resiting, another major problem connected with the resiting of CYT is the huge expenses involved, such as the expenses on construction materials, engineering, surveying and construction, etc., as well as professional technical support. In this connection, will the Government inform this Council:

(a) apart from the special ex-gratia rehousing package approved by the Finance Committee of this Council and the allowance granted by the Agriculture, Fisheries and Conservation Department under the agricultural resite policy, whether other resources are available to assist CYT villagers in resiting the village; if so, of the details; if not, the reasons for that;

(b) regarding the support offered to CYT villagers for resiting the whole village, whether the authorities will provide them with professional technical support, including support in such areas such as engineering, surveying and construction, etc.; if so, of the details; if not, the reasons for that; and

(c) of the commitments of the authorities in providing the infrastructural facilities involved in resiting CYT, such as water and electricity supply, public lighting systems, public roads and other public facilities?

Reply:

President,

Most of the CYT households affected by land resumption for the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) live in squatters or structures converted from squatters erected on private agricultural land. They are temporary in nature under the existing policy. The Administration has offered a special ex-gratia rehousing package (the Package) to CYT villagers and other parties affected by the land resumption and clearance related to the Hong Kong section of the XRL. The Package together with the compensation and rehousing arrangements available under the existing policy will provide suitable and flexible assistance to villagers affected. Depending on whether the relevant eligibility criteria are met, villagers who live by farming may choose to continue farming and erect structure for domestic purpose on agricultural land. Other villagers may choose to purchase Home Ownership Scheme (HOS) flats without being subject to

Comprehensive Means Test, or to rent or purchase low-density private accommodations in the rural area using the ex-gratia cash allowance offered. Eligible villagers will be offered Public Rental Housing (PRH) units with priority.

The agricultural resite policy does not provide any arrangement for resiting a village. Rather it assists genuine farmers affected by land clearance so that they may continue to earn their living by farming elsewhere. A genuine farmer verified by the Agriculture, Fisheries and Conservation Department (AFCD) may apply for a short term waiver so that he or she can erect on private agricultural land a temporary domestic structure with a maximum area of 400 square feet and a maximum height of 17 feet. The purpose is to facilitate farmers to take care of their farmland. Applicants should provide sufficient information to enable AFCD to verify their farmer status. Applicants who have non-agricultural occupation or participate in holiday/leisure farming are not considered as genuine farmers.

My reply to the three parts of the question is as follows:

(a) We believe that the Package and the compensation and rehousing arrangements available under the existing policy have provided villagers affected with sufficient assistance to meet their rehousing needs:

(i) the population of the CYT is about 450. Villagers have submitted about 190 applications for the Special Assistance under the Package. All the applications have been processed. The ex-gratia cash allowance granted in all the approved cases adds up to about \$72 million. More than half of the applicants were offered an ex-gratia cash allowance of \$500,000 or above. About 40 applications for purchasing HOS units were approved;

(ii) ex-gratia compensation for resuming private land owned by villagers residing in CYT amounts to about \$160 million;

(iii) the Administration will assess and release ex-gratia cash allowance in respect of agricultural vegetation (including fruit trees and crops, etc) or permanent improvements to farms (such as water tanks or catch pits, etc) in accordance with prevailing ex-gratia compensation policy; and

(iv) we will assist villagers ineligible for the Special Assistance with housing need by rehousing them to PRH or Interim Housing if they meet the relevant criteria.

(b) We are aware that some villagers wish to continue to reside in clusters and to earn their living by farming after leaving CYT. While the existing agricultural resite policy allows villagers to live in clusters, individual applicants must meet the relevant eligibility criteria, including the genuine farmer status, committing to farming in the future and submitting feasible farming plans. If several applicants individually satisfy the eligibility criteria of agricultural resite policy, they are allowed to farm and live in vicinity. However, this is not a village resite arrangement. We are pleased to learn that Heung Yee Kuk is assisting villagers to find alternative farmland and providing professional advice to them.

(c) Villagers in the rural area may make their requests in respect of infrastructural facilities in accordance with the

existing policies or mechanisms. The relevant departments or institutions will process their applications in line with established procedures. The Administration has been urging villagers for early submission of agricultural resite applications, so that the Administration would understand their needs for infrastructural facilities. We will process their applications speedily to tie in with the timetable that CYT villagers should vacate the site in mid-October.

Ends/Wednesday, May 26, 2010
Issued at HKT 17:06

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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.
12.12.2005	Subcommittee on Matters Relating to Railways	Administration's paper on Northern Link and Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)380/05-06(03) http://www.legco.gov.hk/yr05-06/english/panels/tp/tp_rdp/papers/tp_rdp1212cb1-380-3e.pdf CB(1)562/05-06(01) http://www.legco.gov.hk/yr05-06/english/panels/tp/tp_rdp/papers/tp_rdp1212cb1-562-1e.pdf
		Minutes of meeting	CB(1)783/05-06 http://www.legco.gov.hk/yr05-06/english/panels/tp/tp_rdp/minutes/r_d051212.pdf
21.4.2006	Subcommittee on Matters Relating to Railways	Legislative Council Brief on Northern Link and Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	File Ref: ETWB(T)CR 1/16/581/99 http://www.legco.gov.hk/yr05-06/english/panels/tp/tp_rdp/papers/tp_rdp1-etwb_t_cr_1_16_581_99-e.pdf
		Minutes of meeting	CB(1)1821/05-06 http://www.legco.gov.hk/yr05-06/english/panels/tp/tp_rdp/minutes/r_d060421.pdf
5.1.2007	Subcommittee on Matters Relating to Railways	Administration's paper on Northern Link and Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)573/06-07(04) http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/papers/tp_rdp0105cb1-573-4-e.pdf
		Minutes of meeting	CB(1)1206/06-07 http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/minutes/r_d070105.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
2.5.2008	Subcommittee on Matters Relating to Railways	Administration's paper on the design and site investigation for the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)1376/07-08(01) http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0502cb1-1376-1-e.pdf
		Legislative Council Brief on Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	THB(T)CR 1/16/581/99 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbter11658199-e.pdf
		Minutes of meeting	CB(1)1747/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/r_d080502.pdf
14.5.2009	Subcommittee on Matters Relating to Railways	Administration's paper on Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)1550/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0514cb1-1550-1-e.pdf
		Minutes of meeting	CB(1)2586/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/r_dp20090514.pdf
17.9.2009	Subcommittee on Matters Relating to Railways	Administration's paper on Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)2582/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2582-1-e.pdf
		Background brief on Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section) prepared by the Legislative Council Secretariat	CB(1)2582/08-09(02) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2582-2-e.pdf
		Minutes of meeting	CB(1)920/09-10 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/r_dp20090917.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
23.9.2009	Subcommittee on Matters Relating to Railways	Administration's paper on the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link: emergency rescue station and stabling sidings	CB(1)2656/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0923cb1-2656-1-e.pdf
		Minutes of meeting	CB(1)927/09-10 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090923.pdf
--	Subcommittee on Matters Relating to Railways	Legislative Council Brief on Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link: Authorization of Scheme	http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1022-thb200910-e.pdf
		Legislative Council Brief on Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link: Funding Arrangement and Special Rehousing Package	http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1022-thb200910a-e.pdf
22.10.2009	Subcommittee on Matters Relating to Railways	Administration's paper on Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)166/09-10(01) http://www.legco.gov.hk/yr09-10/chinese/panels/tp/tp_rdp/papers/tp_rdp1022cb1-166-1-ec.pdf
		Administration's paper on location of the West Kowloon Terminus and supporting facilities	CB(1)389/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1022cb1-389-1-e.pdf
		Minutes of meeting	CB(1)1072/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20091022.pdf
6.11.2009	Subcommittee on Matters Relating to Railways	Administration's paper on matters relating to underground strata resumption of Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)464/09-10(01) (Chinese version only)

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(1)1074/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20091106.pdf
13.11.2009	Subcommittee on Matters Relating to Railways	Administration's paper attaching a draft Public Works Subcommittee (PWSC) paper on special ex-gratia payments	CB(1)356/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1113cb1-356-1-e.pdf
		Administration's paper attaching two draft PWSC papers on the construction of the railway works and non-railway works respectively	CB(1)361/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1113cb1-361-1-e.pdf
		Administration's paper on Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)400/09-10(02) (Chinese version only)
		Administration's paper on Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)400/09-10(03) (Chinese version only)
		Administration's paper on Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (supplementary information paper)	CB(1)356/09-10(02) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1113cb1-356-2-e.pdf
		Minutes of meeting	CB(1)1335/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20091113.pdf
16.11.2009	Subcommittee on Matters Relating to Railways	Administration's paper on funding arrangement of Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link: Supplementary information on the increase in costs of the railway and non-railway works	CB(1)503/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1116cb1-503-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's paper on Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link: patronage forecast, economic benefit and operational viability	CB(1)503/09-10(02) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1116cb1-503-2-e.pdf
		Administration's paper on Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link: associated traffic facilities for the West Kowloon Terminus	CB(1)503/09-10(03) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1116cb1-503-3-e.pdf
		Minutes of meeting	CB(1)1337/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20091116.pdf
17.11.2009	Subcommittee on Matters Relating to Railways	Administration's paper on Hong Kong Section of XRL - operational viability	CB(1)399/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1117cb1-399-1-e.pdf
		Administration's paper on planning of the West Kowloon Terminus	CB(1)423/09-10(01) http://www.legco.gov.hk/yr09-10/chinese/panels/tp/tp_rdp/papers/tp_rdp1117cb1-423-1-ec.pdf
		Administration's paper on pedestrian linkages and road schemes adjacent to West Kowloon Cultural District	CB(1)423/09-10(02) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1117cb1-423-2-e.pdf
		Administration's paper on cross-boundary passenger traffic forecast	CB(1)423/09-10(03) (Chinese version only)
		Paper on Airport Railway capacity from the MTR Corporation Limited	CB(1)417/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1117cb1-417-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(1)1369/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20091117.pdf
2.12.2009 3.12.2009	Public Works Subcommittee	Administration's paper on 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 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 meeting	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 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100416.pdf