

政府總部  
運輸及房屋局  
運輸科



香港添馬添美道 2 號  
政府總部東翼

**Transport and  
Housing Bureau**  
**Government Secretariat**  
**Transport Branch**

East Wing, Central Government Offices,  
2 Tim Mei Avenue,  
Tamar, Hong Kong

電話 Tel: 3509 8178

傳真 Fax: 2136 8016

14 March 2018

Secretary General  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong  
(Attn: Ms Sophie LAU)

Dear Ms Lau,

**Bills Committee on Guangzhou-Shenzhen-Hong Kong  
Express Rail Link (Co-location) Bill**

**Letter from Hon Tanya CHAN on the boundary of port areas and  
passageways of the West Kowloon Station of the  
Guangzhou-Shenzhen-Hong Kong Express Rail Link**

We refer to your letter dated 1 March 2018, which encloses a letter from Hon Tanya CHAN of the same date requesting for a written reply from the Government on the captioned issue. Our reply is as follows.

## **Floorplans of the West Kowloon Station (“WKS”)**

The Government of the Hong Kong Special Administrative Region (“HKSAR”) sent a letter dated 26 February 2018 to the Legislative Council Secretariat enclosing the floorplans of B2 Level, B3 Level and B4 Level of the WKS for Members’ reference during the scrutiny of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Bill (“Bill”). As the Mainland Port Area (“MPA”) will only be restricted to the aforementioned levels, floorplans of the Ground Level and B1 Level of the WKS are not information strictly necessary for the Bills Committee to scrutinise the Bill. Nevertheless, in order to allow Members to better understand the overall structure of the WKS, the HKSAR Government hereby provides the floorplans of the Ground Level and B1 Level of the WKS for Members’ reference.

## **Overall design, daily operation and security management of the WKS**

According to Article 3 and Article 7(2) of 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”), the construction rights, rights relating to the performance of construction work, service operation and regulation as well as the design, construction and maintenance etc. of the buildings and structures and related facilities of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”) shall be the matters under the jurisdiction of the HKSAR. Under the Co-operation Arrangement, the operator of the Hong Kong Section of the XRL shall be responsible for the daily operation and management of the

WKS. The Security Bureau (“SB”) has formulated the related security standards and requirements to ensure the safety of the WKS. SB will also establish a mechanism and work with the Transport and Housing Bureau, the operator of the Hong Kong Section of the XRL and relevant government departments to regularly review and assess the security measures implemented at the WKS.

### **Passageways connecting the two port areas**

Passageways connecting the two port areas can be classified into three categories by their nature –

- (i) Passenger Immigration Passageways: Two, located on B2 Arrival Level and B3 Departure Level respectively. They will also be used for cross-boundary clearance of working staff. The Mainland and Hong Kong immigration authorities will set up clearance units and facilities for passengers’ immigration clearance;
- (ii) Port Clearance Corridor for Goods and Trash: One, located on B4 Level. Any passage through this corridor will be regarded as boundary-crossing which requires Mainland and Hong Kong immigration clearance. The Mainland and Hong Kong immigration authorities will conduct inspections and keep records. Only those designated personnel with valid permits under Article 7 of the Co-operation Arrangement will be allowed to enter and leave the MPA through this corridor; and
- (iii) One essential passageway on B2 Level specifically for allowing the elevating work platform for Atrium maintenance and cleansing to move between the two port areas. The door will

not be used under normal circumstances and will be locked. It will be under the full control and management of the HKSAR. Only when the work platform has to be used to clean or maintain the Atrium will the door be authorized for use. Any passage through this passageway will be regarded as boundary-crossing, which requires prior Mainland and Hong Kong immigration clearance.

### **Doors connecting the two port areas**

All doors connecting the two port areas are intended for rescue and escape in case of emergency and fire. There is no door intended for other purposes.

The MPA is situated on the underground floors of the WKS and encompassed by the areas under the administration of the HKSAR. An adequate number of emergency access and escape must be provided in accordance with the Hong Kong law for the purposes of rescue and evacuation in case of emergency and fire. These doors for emergency access and escape are designed based on the fire safety risk assessment by the MTR Cooperation Limited (“MTRCL”) to satisfy the relevant fire and buildings regulations as well as fire safety guidelines, taking into account the station throughput, structural layout and evacuation time limit, with a view to ensuring timely evacuation for every person from the station during fire and emergency situations. The design has been approved by the Safety and Security Coordination Committee that oversees relevant matters at present. It is chaired by the representative of the Railways Branch of the Electrical and Mechanical Services Department, with members comprising representatives of the Fire Services Department, Buildings Department, Highways Department, the Police Force and the MTRCL. This arrangement is in line with the other railway stations.



There are 211 doors for fire access and escape at the WKS. They shall not be used for other purposes under normal circumstances, and no person (including passengers as well as Mainland and Hong Kong staff and law enforcement officers) will be entitled to use them. The doors will be securely locked, and will be under the full control and management of the HKSAR. They will also be equipped with closed-circuit television and alarm systems with relevant monitoring records. Only under emergency situations can they be used for escape. When there is a need for escape during emergencies, the signs showing the fire and emergency escape routes in the WKS will be lighted up. There will also be broadcast announcements, and staff will point out the escape routes to ensure the safe evacuation of passengers.

As for the designated personnel with valid permits who enter the MPA to carry out duties (e.g. inspection and maintenance of the installations and devices, including the related walls, glass panels and doors etc., located on the boundary between the two port areas) in accordance with Article 7 of the Co-operation Arrangement, the HKSAR Government has devised stringent procedural and security requirements, including the introduction of a “tripartite collaboration and verification” mechanism, i.e. the operator of the Hong Kong Section of the XRL will first verify the necessity for the duty and grant the appropriate approval, and then notify Hong Kong and Mainland departments. The related personnel shall undergo immigration clearances, and Hong Kong and Mainland departments will devise corresponding security arrangements.

### **Relevant security measures, clearance arrangement and jurisdictions**

Similar to other land boundary control points, Hong Kong and Mainland departments will be responsible for security and clearance duties within their respective jurisdictions. The HKSAR Government

will be responsible for the security management and immigration clearance at the Hong Kong Port Area of the WKS, whilst the Mainland authorities will be responsible for the security management and immigration clearance at the Mainland Port Area of the WKS under its jurisdiction. The operator of the Hong Kong Section of the XRL and the Hong Kong Police Force will patrol the ticket hall, the boundary between the two port areas and the vicinity of the doors connecting the two port areas to ensure that there will be no illegal cross-boundary movements or usage. In case of anomalies, the alarm system will be instantly activated and both Hong Kong and Mainland law enforcement officers will immediately handle the situation.

Legally, any person using the connecting doors and passageways between the two port areas without authorization may commit offences in relation to illegal entry into the cross-boundary restricted area; and any person entering another port area without completing the requisite clearance procedures would commit the offence of illegal immigration. Should any damage be involved in the process, the relevant person may even be charged with criminal damage or other offences. Depending on the location where the person is intercepted, the relevant conduct will be handled under the applicable jurisdiction in accordance with the Co-operation Arrangement.

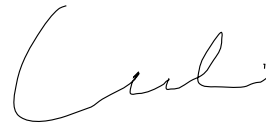
### **Facilities in the MPA**

In the MPA, the facilities of the Mainland Authorities Stationed at the MPA will be similar to those used in other Mainland control points, including luggage inspection equipment to screen passengers' belongings, computer system, communication system, health screening equipment and other daily operational equipment.

The WKS will provide nine long-haul tracks and six short-haul tracks, amongst which ten tracks (six long-haul tracks and four short-haul tracks) will be in service at the early commissioning stage. Other areas (including platforms, B2 Level, B3 Level and relevant passenger passageways) will be designated as Reserved Area, the usage arrangement of which will be decided in view of actual operation.

Facilities in the Back-up Sites of the Station will be similar to those in other railway stations, including plant rooms comprising elevators, air conditioners, power generators, water pumps, fire safety facilities and servers etc., station control rooms, refuse rooms, lounges for railway staff and warehouses etc.

Yours sincerely,



( Leo LI )

for Secretary for Transport and Housing

c.c. Secretary for Justice  
Secretary for Security

廣深港高速鐵路香港段

西九龍站地面、B1、B2 及 B3 層設施

Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link  
Facilities at Ground, B1, B2 and B3 Levels of West Kowloon Station

編號 No.	設施 Facility	樓層 Level
1	內地檢驗檢疫機構櫃枱(離境) Mainland's inspection and quarantine authority counters (departure)	B2
2	內地離境櫃枱/自助通關通道 Mainland's departure counters / automated clearance channels	B2
3	內地海關檢查區域(離境) Mainland's customs inspection area (departure)	B2
4	香港衛生署櫃枱(入境) Hong Kong Department of Health counters (arrival)	B2
5	香港入境櫃枱/e-道 Hong Kong arrival counters / e-channels	B2
6	香港海關檢查區域(入境) Hong Kong customs inspection area (arrival)	B2
7	香港衛生署櫃枱(離境) Hong Kong Department of Health counters (departure)	B3
8	香港離境櫃枱/e-道 Hong Kong departure counters / e-channels	B3
9	香港海關檢查區域(離境) Hong Kong customs inspection area (departure)	B3
10	內地檢驗檢疫機構櫃枱(入境) Mainland's inspection and quarantine authority counters (arrival)	B3
11	內地入境櫃枱/自助通關通道 Mainland's arrival counters / automated clearance channels	B3

編號 No.	設施 Facility	樓層 Level
12	內地海關檢查區域(入境) Mainland's customs inspection area (arrival)	B3
13	鐵路公安機關警崗 Railway police authority police post	B2, B3
14	出閘機 Exit gates	B2
15	旅遊資訊櫃枱 Travel information counters	B2
16	商店 Shops	B2, B3
17	行李寄存處 Luggage storage	地面 Ground, B2
18	道路/公眾停車場/上落貨區 Roads / public car park / loading and unloading area	B2
19	的士上客區 Taxi pick-up area	B2
20	連接 B2 層至柯士甸站的行人隧道 Pedestrian subway connecting B2 level and Austin Station	B2
21	連接 B1 層至連翔道的行人隧道(於 B3 層的部分) Pedestrian subway connecting B1 level and Lin Cheung Road (part shown at B3 level)	B3
22	離港乘客候車區 Waiting hall for departing passengers	B3
23	乘客通道 Passenger passageways	B2
24	商務候車室(只能由 B3 層前往) Business lounge (accessible only from B3 level)	B2
25	驗票機 Ticket gates	B3

編號 No.	設施 Facility	樓層 Level
26	售票機/售票櫃枱  Ticket machines / Ticket counters	B1
27	入閘機 Entrance gates	B1
28	車站保安檢查櫃枱 Station security checking counters	B1
29	香港警察報案中心 Hong Kong Police reporting center	B1
30	的士/私家車落客區 Taxi/private car drop off area	B1
31	連接 B1 層至柯士甸站的行人隧道 Pedestrian subway connecting B1 level and Austin Station	B1
32	地面出入口 Entrance or exit on Ground level	地面 Ground

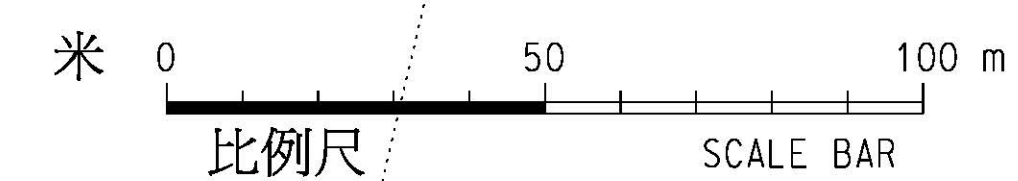




位置圖  
LOCATION PLAN  
比例 SCALE 1:400 000 (A3)

圖例 LEGEND

	道路 / 公眾停車場 / 上落貨區 / 的士上客區 / 的士/私家車落客區 / 行人隧道 / 軌道範圍 / 廣場 ROADS / PUBLIC CAR PARK / LOADING AND UNLOADING AREA / TAXI PICK-UP AREA / TAXI/PRIVATE CAR DROP OFF AREA / PEDESTRIAN SUBWAY / TRACK AREA / PLAZA		香港查驗區及乘客通道 HONG KONG CLEARANCE AREA AND PASSENGER PASSAGEWAYS		車站月台 PLATFORMS
	內地口岸區界線 BOUNDARY OF MAINLAND PORT AREA		香港政府部門辦公備勤區 BACK OFFICE OF HONG KONG GOVERNMENT DEPARTMENTS		車站後勤用地 / 上蓋發展用地 BACK-UP SITES OF THE STATION / SITE FOR TOPSIDE DEVELOPMENT
	內地監管查驗區 MAINLAND CLEARANCE AREA		離港乘客候車區 / 乘客通道 WAITING HALL FOR DEPARTING PASSENGERS / PASSENGER PASSAGEWAYS		車站大堂 STATION LOBBY
	內地派駐機構辦公備勤區 BACK OFFICE OF MAINLAND AUTHORITIES STATIONED AT THE MAINLAND PORT AREA		車站預留部分 RESERVED AREA		旅遊資訊櫃台 / 商店 / 行李寄存處 TRAVEL INFORMATION COUNTERS / SHOPS / LUGGAGE STORAGE



圖則名稱 drawing title		姓名 name	日期 date	圖號 drawing no.	比例 scale
廣深港高速鐵路香港段 西九龍站地面層 - 平面圖 HONG KONG SECTION OF GUANGZHOU-SHENZHEN-HONG KONG EXPRESS RAIL LINK WEST KOWLOON STATION GROUND FLOOR - PLAN		設計 designed C. H. CHENG 鄭卓軒	03/2018	HRWXRL002-SK1530S-2	-
		繪圖 drawn H. W. CHAU 周漢榮	03/2018	版權所有 COPYRIGHT RESERVED 鐵路拓展處 RAILWAY DEVELOPMENT OFFICE	
		核對 checked K. Y. WONG 黃剛揚	03/2018		
		核准 approved H. W. NGAI 魏漢華	03/2018	香港路政署 HIGHWAYS DEPARTMENT HONG KONG	





位置圖  
LOCATION PLAN  
比例 SCALE 1:400 000 (A3)

圖例 LEGEND

- |  |   |  |   |  |  |
|--|---|--|---|--|--|
|  | 道路 / 公眾停車場 / 上落貨區 / 的士上客區 / 的士/私家車落客區 / 行人隧道 / 軌道範圍 / 廣場<br>ROADS / PUBLIC CAR PARK / LOADING AND UNLOADING AREA / TAXI PICK-UP AREA / PEDESTRIAN SUBWAY / TRACK AREA / PLAZA |  | 香港查驗區及乘客通道<br>HONG KONG CLEARANCE AREA AND PASSENGER PASSAGEWAYS                |  | 車站月台<br>PLATFORMS  |
|  | 內地口岸區界線<br>BOUNDARY OF MAINLAND PORT AREA   |  | 香港政府部門辦公備勤區<br>BACK OFFICE OF HONG KONG GOVERNMENT DEPARTMENTS                  |  | 車站後勤用地 / 上蓋發展用地<br>BACK-UP SITES OF THE STATION / SITE FOR TOPSIDE DEVELOPMENT |
|  | 內地監管查驗區<br>MAINLAND CLEARANCE AREA  |  | 離港乘客候車區 / 乘客通道<br>WAITING HALL FOR DEPARTING PASSENGERS / PASSENGER PASSAGEWAYS |  | 車站大堂<br>STATION LOBBY  |
|  | 內地派駐機構辦公備勤區<br>BACK OFFICE OF MAINLAND AUTHORITIES STATIONED AT THE MAINLAND PORT AREA  |  | 車站預留部分<br>RESERVED AREA   |  | 旅遊資訊櫃台 / 商店 / 行李寄存處<br>TRAVEL INFORMATION COUNTERS / SHOPS / LUGGAGE STORAGE   |



圖則名稱 drawing title  
廣深港高速鐵路香港段  
西九龍站B1層 - 平面圖  
HONG KONG SECTION OF GUANGZHOU-SHENZHEN-HONG KONG EXPRESS RAIL LINK  
WEST KOWLOON STATION BASEMENT 1 - PLAN

	姓名 name	日期 date	圖號 drawing no.	比例 scale
設計 designed	C. H. CHENG 鄭卓軒	03/2018	HRWXRL002-SK1531S-2	-
繪圖 drawn	H. W. CHAU 周漢榮	03/2018	版權所有 COPYRIGHT RESERVED	
核對 checked	K. Y. WONG 黃剛揚	03/2018	鐵路拓展處 RAILWAY DEVELOPMENT OFFICE	
核准 approved	H. W. NGAI 魏漢華	03/2018	香港路政署 HIGHWAYS DEPARTMENT HONG KONG	