

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

**List of follow-up actions arising from the discussion
at the meeting on 23 April 2018**

The Administration was requested to:

- (a) explain the rationale for adopting the drafting approach of incorporating the texts of Articles 3, 4 and 7 of the Co-operation Arrangement into the Bill by way of the proposed Schedule 1, as opposed to re-writing the texts of Articles 3, 4 and 7 of the Co-operation Arrangement as substantive provisions of the Bill in order to conform to the normal usage of wording and terminology prevalent in domestic legislation and to clarify the meaning and avoid misinterpretation, for the purpose of providing for the meanings of "reserved matter" and "non-reserved matter" under the Bill ;
- (b) consider providing a table summarizing and comparing the arrangements, such as the penalties imposed on persons committing an offence, powers of enforcement officers etc in the relevant legislation, of different control points (including the Hong Kong International Airport, Kai Tak Cruise Terminal, Hung Hom Intercity Through Train Station and other land boundary control points as appropriate); and
- (c) explain in detail the legal basis for the Administration's stance that a notice published by the MTR Corporation Limited in the Gazette to declare an area to be a cross-boundary restricted area (which is defined under by-law 41A of the Mass Transit Railway By-laws (Cap. 556B)) pursuant to by-law 41B of Cap. 556B is not a subsidiary legislation and is not subject to the scrutiny of the Legislative Council, with reference to sections 34 and 62 of the Mass Transit Railway Ordinance (Cap. 556).