

**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 27 April 2018**

1. The Administration was requested to:
 - (a) provide a written account of the Administration's response to Hon Charles Peter MOK's enquiry on whether the relevant Mainland authorities have the authority to collect evidence directly from the Hong Kong mobile network service providers in the course of investigation of any incident or crime that had allegedly taken place in the train compartments;
 - (b) explain the difference between "Hong Kong Clearance Area", which appears in Plan No. 1 in Schedule 2 to the Bill, and "Hong Kong Port Area";
 - (c) explain the purpose of detailing the location and boundary points (including their coordinates) of the Shek Kong Stabling Sidings in Schedule 3 to the Bill; and
 - (d) explain the absence of any notes and/or legend in respect of the areas coloured blue and marked "Hong Kong Clearance Area and Passenger Corridor" in Plan No. 1 in Schedule 2 to the Bill.

2. The Administration was requested by the Legal Advisers to the Bills Committee to consider providing information on the port liaison and coordination mechanism, the mechanism to be set up together with the Mainland authorities for handling emergencies, emergency plan(s) to be drawn up together with the Mainland authorities in relation to sudden or emergency incidents, the liaison officer system for communication between the Hong Kong Special Administrative Region and the Mainland authorities and arrangement of regular joint drill exercises, and the collaborative implementation plan to be formulated and signed with the Mainland authorities for the operational arrangement of the West Kowloon Station Port as stated in Chapter 4 of the Co-operation Arrangement.