

**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 24 April 2018**

**Government response**

- (a) In respect of the escalator connecting B3 level and B4 level as shown in Section B-B in Annex 1 to Plan No. 1 in Schedule 2 to the Bill, clarify whether any part of such escalator is not shown in Section B-B and if so, whether such part falls within the Mainland Port Area or not; and clarify whether there are any other escalators connecting B2, B3 and/or B4 levels within the Mainland Port Area**
- (b) Consider indicating in the form of a plan the location of the escalator(s) connecting B3 level and B2 level referred to in Note 1 in Annex 1 to Plan No. 1 in Schedule 2**

As explained in the letter dated 22 February 2018 from the Government in response to the Legal Service Division of the Legislative Council Secretariat (LC Paper No. CB(4)631/17-18(01)), upon commissioning of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”), there will be a series of escalators within the Mainland Port Area. These include –

- (a) escalators connecting B3 level and B4 level for departing passengers’ use. A part of such an escalator is shown in Section B-B in Annex 1 to Plan No. 1 in Schedule 2 to the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Bill (“Bill”);
- (b) escalators connecting B4 level and B2 level for arriving passengers’ use, as well as escalators connecting B4 level and B2 level with intermediate landings on B3 level; and

- (c) escalators connecting B2 level and B3 level for staff use, to which passengers have no access.

A part of such an escalator mentioned in (a) is not shown in Section B-B. Such a part also falls within the Mainland Port Area.

As for the escalators with immediate landings on B3 level mentioned in (b) and the escalators mentioned in (c), they are the escalators connecting B3 level and B2 level as stated in Note 1 in Annex 1 to Plan No. 1 in Schedule 2. They are situated within the Mainland Port Area and connect the Mainland Port Area at B3 level and B2 level. Reference can be made to Section B-B for the relevant boundaries of the Mainland Port Area, and no additional indication will be necessary.

- (c) In respect of the marking “-4.0 mPD” shown in Section A-A in Annex 1 to Plan No. 1 in Schedule 2 and Note 3 in Plan No. 2, clarify whether the vertical limit of the Mainland Port Area at the Atrium as shown in Section A-A in Annex 1 to Plan No. 1 is the only exception to the vertical limit of Mainland Port Area as stated in Note 3 in Plan No. 2**

We confirm that the vertical limit of the Mainland Port Area at the Atrium as shown in Section A-A in Annex 1 to Plan No. 1 in Schedule 2 to the Bill is the only case for “unless shown otherwise” as stated in Note 3 in Plan No. 2.

- (d) Consider providing definitions for the phrases “train compartment”, “passenger train” and “in operation” appearing in clause 5 of the Bill**

Both “train compartment” and “passenger train” appearing in Clause 5 of the Bill are not jargons and may be given their ordinary meanings. As such, the Bill does not provide definitions for the two phrases. As explained by the Government officials at previous Bills

Committee meetings, the Mainland Port Area is defined in view of the space where passengers are situated along their routes. Therefore, “train compartment” stated in Clause 5 of the Bill refers to the inner space of a train, not the other parts of a train (e.g. body-shells, wheels etc.)

For “passenger train”, as explained in the letter dated 20 April 2018 from the Government in response to Hon AU Nok-hin (LC Paper No. CB(4)947/17-18(03)), the MTR Corporation Limited operates engineering vehicles on the Hong Kong Section of the XRL to conduct maintenance works. The Hong Kong Fire Services Department also purchased Rail-Road Fire Appliances that can travel on both roads and rail lines for emergency rescue. These engineering and rescue vehicles are not meant to provide cross-boundary passenger service. They are not passenger trains “in operation”, and will not be confused with passenger trains.

As for the term “in operation”, Clause 5 of the Bill has made reference to the provisions under Article 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 to specify that the phrase includes “in motion, stationary and during embarkation or disembarkation”. Moreover, Clause 5(2) has specified the scenarios under which a passenger train is not “in operation”.

**Transport and Housing Bureau**  
**4 May 2018**