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9 April 2018

Panel on Transport  
Legislative Council  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong  
(Attn: Mr. Lemuel WOO)

(Fax no.: 2840 0269)

Dear Mr. WOO,

**Operating Arrangements for the Hong Kong Section of  
the Guangzhou-Shenzhen-Hong Kong Express Rail Link**

I refer to the letter dated 12 March 2018 regarding the captioned.

The Government is in discussion with the China Railway Corporation (CR) on the financial and related matters of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and will announce the outcomes of the discussion and details of operating arrangements to the Panel on Transport of the Legislative Council (LegCo) and the public at an appropriate time. The actual operating arrangements and ultimate financial position of the Hong Kong Section of the XRL will depend on the outcomes of the discussion with the CR. The Government will update the related figures based on the outcomes of the discussion with CR.

At the meeting of the Executive Council on September 12, 2017, the Council advised and the Chief Executive ordered that the land or interests or

other rights in respect of land for the operation of the Hong Kong Section of the XRL should be vested in and the movable assets of the Hong Kong Section of the XRL be assigned to the Kowloon-Canton Railway Corporation (KCRC) at nominal value. The KCRC shall then grant a service concession to operate the Hong Kong Section of the XRL to the MTR Corporation Limited (MTRCL) according to the Supplemental Service Concession Agreement (SSCA). Apart from the operational arrangement of the Hong Kong Section of the XRL, the SSCA will also include the commercial business in the West Kowloon Station (WKS) (including rental of station retail space, advertising in trains and stations and telecommunications).

The Government and the KCRC have commenced discussion on the vesting deed for the Hong Kong Section of the XRL, and the SSCA and the Supplemental OA with the MTRCL and KCRC. The outcomes of the discussions will be announced at an appropriate time.

The Chief Executive in Council decided in April 2008 that as the Hong Kong Section of the XRL would be operated under a service concession approach, the site atop the WKS would not be granted to the MTRCL. The site would be disposed of by the Government in accordance with the prevailing land policy with due attention paid to ensuring proper integration with the WKS.

The HKSAR Government has already enclosed plans of the Ground, B1, B2, B3 and B4 Levels of the WKS in the letters to the LegCo Secretariat dated 26 February and 14 March 2018 (i.e. LC Papers No. CB(4)659/17-18(01) and No. CB(4)731/17-18(01)), and also pointed out in the letter dated 14 March that persons who pass through the corridors connecting the two port areas must first complete clearance procedures of the Mainland and Hong Kong, and all doors connecting the two port areas will only be used for rescue and evacuation in case of emergency and fire, and will not be used for other purposes. No one will be allowed to use these doors and they will be securely locked and fully controlled and managed by the Hong Kong side.

As stated in the HKSAR Government's letter to the LegCo Secretariat dated 22 March (LC Paper No. CB(4)805/17-18(01)), the two "Passenger Immigration Passageways" in the WKS are clearly marked on the aforesaid plans of the B2 Arrival Level and B3 Departure Level. The HKSAR Government cannot fully disclose the locations of other corridors and doors connecting the two port areas due to security risk considerations,

taking into account the fact that the WKS is an important infrastructure and a control point.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'CWG', written in a cursive style.

( Chris NG )  
for Secretary for Transport and Housing

c.c.  
Director of Highways (Attn.: Mr. Alex Chan)

(Fax: 2714 5297)