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Panel on Transport

Subcommittee on Matters Relating to Railways
Meeting on 7 December 2018

**Background brief on operation of the Hong Kong Section of the
Guangzhou - Shenzhen - Hong Kong Express Rail Link**

Purpose

This paper provides background information on operation of the Hong Kong Section ("HKS") of the Guangzhou - Shenzhen - Hong Kong Express Rail Link ("XRL"). It also summarizes the major views and concerns expressed by Legislative Council ("LegCo") Members during previous discussions on this subject.

Background

2. The HKS of the XRL is a 26 kilometres long underground rail corridor running from West Kowloon to Shenzhen, where it connects to the Mainland section of XRL. The HKS of XRL project has been undertaken under the concession approach. The Government provides the funding under the Public Works Programme for constructing the XRL and owns the railway. The Administration entered into an entrustment agreement with the MTR Corporation Limited ("MTRCL") on 26 January 2010 for the design, construction, testing and commissioning of the project. The construction works commenced in end January 2010, and were originally targeted for completion in 2015. The HKS of the XRL has formally commenced operation on 23 September 2018.

3. Upon the completion of the project, the Government has vested the HKS of the XRL in the Kowloon-Canton Railway Corporation ("KCRC") which is wholly owned by the Government. KCRC has granted MTRCL a concession to operate XRL. Also, the Government has signed an amendment agreement to the Operating Agreement ("AOA") with MTRCL which contains

the service standards of operating the XRL by MTRCL. The Government and KCRC have signed a Vesting Deed and a Deed of Assignment on 23 August 2018. On the same day, the Government and MTRCL have signed the AOA, while KCRC and MTRCL have signed a supplemental agreement to the service concession agreement ("SSCA").

Train services

4. The HKS of the XRL provides high-speed rail service between the Hong Kong West Kowloon Station ("WKS") and 44 Mainland destinations, including six short-haul destinations¹ and 38 long-haul destinations². According to the information provided by the Administration in August 2018,³ the train schedule for weekdays, weekends and peak periods⁴ for short-haul trains would be different, having regard to the expected build-up process for patronage during the early stage of commissioning and time-varying passenger demand. During the early stage of commissioning of the XRL, there are 114 pairs of short-haul trains daily during peak periods. As for weekdays and weekends, there are 70 and 82 train pairs daily respectively. Subject to the market demand, the train schedule can be suitably adjusted based on the patronage. There are also 13 pairs of direct long-haul trains daily. The short-haul trains are operated by both the Hong Kong and Mainland operators while the long-haul trains are operated by the Mainland operator only.

5. The daily patronage forecast for the XRL generated by the Administration based on the transport model adopted in 2009 and 2015 when applying for funding from LegCo for construction of the HKS of the XRL with the latest data in 2018 is set out at **Appendix I**.

¹ The six short-haul destinations are Futian, Shenzhen North, Guangmingcheng, Humen, Qingsheng and Guangzhou South.

² The 38 long-haul destinations are Beijing, Shijiazhuang, Zhengzhou, Wuhan, Changsha, Zhuzhou West, Hengyang East, Chenzhou West, Shaoguan, Shanghai, Hangzhou, Jinhua, Shangrao, Kunming, Nanchang, Guiyang, Guilin, Fuzhou, Putian, Quanzhou, Xiamen, Xiamen North, Zhangzhou, Jiaomei, Zhangpu, Yunxiao, Zhao'an, Raoping, Shantou, Chaoyang, Puning, Kuitan, Lufeng, Shanwei, Houmen, Huidong, Huizhou South, Shenzhen Pingshan

³ LC Paper No. CB(4)1500/17-18(01)

⁴ Weekends include Fridays, Saturdays and Sundays for train scheduling purpose. "Peak periods" include the general holidays of Hong Kong and public holidays in the Mainland, summer holidays during July and August every year, and the Spring Festival travel seasons in the Mainland, which account for around 130 days in a year.

Fare levels

6. According to the Administration, fares are set in Renminbi ("RMB") with the Hong Kong Dollar fare being adjusted monthly subject to the prevailing exchange rate. Two sets of fares are available, namely "published fares" and "implemented fares".⁵ Passengers will pay the "implemented fares" when they purchase the tickets. In actual operation, various promotional and concession XRL fares may be provided during non-peak periods or low seasons for tourists having regard to market demand so as to enable more passenger groups to experience the XRL services.

7. As regards the fare adjustment arrangement, according to the Memorandum of Understanding on the Arrangements for Preparation of Key Operational Issues for the XRL ("MOU") signed by the Secretary for Transport and Housing ("STH") and the Director of the General Office of the China Railway Corporation ("CR") in January 2018, if the operator of one side proposes to adjust the fare per km of its section, the proposing operator must raise the proposal for discussion in advance and reserve ample time for negotiating with the other operator, while the other operator must respond as soon as possible. The outcome would depend on the negotiation result between the operators of both sides. The Government will participate in the relevant negotiation and MTRCL will need Government's approval for adjusting the fare levels.

Ticket purchase arrangements

8. Passengers who travel on trains running to and from WKS and the 44 destinations (viz. cross-boundary journey tickets) may, by producing their Hong Kong and Macao Residents Entry and Exit Permits (i.e. Home Return Permits), purchase tickets through the Hong Kong ticketing system, including Hong Kong ticketing website, Hong Kong ticketing hotline, ticket office at B1 Level of WKS, ticket vending machines at WKS, as well as local travel agencies. Passengers may then collect their tickets at the ticketing office or ticket vending machine at WKS by producing their Home Return Permits and booking number. No service fee will be charged when buying or collecting cross-boundary journey tickets in Hong Kong.

⁵ The "published fares" refer to the maximum fare that can be collected for a particular route. The Mainland railway operator will take into account time-varying patronage situation and demand for seats of different classes when setting fare levels that are acceptable by the passengers (i.e. market pricing). Certain discounts will be offered to the "published fares" and the discounted fares are referred to as the "implemented fares".

9. Designated ticketing counters are reserved by MTRCL at the ticket office of WKS to facilitate the provision of service by the agent authorized by the Mainland high-speed rail operator to sell the XRL tickets for journeys that start and terminate at Mainland destinations, i.e. Mainland journey tickets. The service fees for purchasing the Mainland journey tickets at the designated ticketing counters are HK\$10 (for tickets less than RMB200), HK\$20 (for tickets at or above RMB200 to less than RMB300) and HK\$30 (for tickets at or above RMB300) respectively. Meanwhile, MTRCL and CR would continue to explore other channels through which Hong Kong passengers may purchase Mainland journey tickets in a more convenient and direct manner, such as enhancing the Mainland ticket website to facilitate the online purchase of Mainland journey tickets by Hong Kong passengers.

Vesting Deed and Deed of Assignment

10. Following the Chief Executive in Council's decision on 12 September 2017 that the land or interests or other rights in respect of land for the operation of the HKS of the XRL be vested in and the movable assets of the XRL be assigned to KCRC at nominal value, the Government and KCRC have entered into the Vesting Deed and the Deed of Assignment. The salient terms of these deeds include: a 50-year term for the vesting of the land to KCRC, a break clause providing the Government with the right to take back the land/the movable assets where appropriate, and a nominal premium at the prevailing standard rate of HK\$1,000 for the land as well as a nominal consideration of HK\$1 for the movable assets.

Supplemental Service Concession Agreement

Concession period

11. The Administration has advised that upon discussion, the Government, KCRC and MTRCL agree that KCRC should grant a ten-year concession to MTRCL, in view of the difficulty in making reliable business projects for the operation of the HKS of the XRL over a long period of time as neither KCRC nor MTRCL have experience in operating a high-speed rail. SSCA will provide for the respective obligations of KCRC and MTRCL upon the expiry of the concession period (or its termination) regarding the return of concession property, respective access rights and arrangements in respect of intellectual property. SSCA also contains clauses that regulate the negotiation for extension of concession period for the HKS of the XRL between KCRC and MTRCL.

Concession payments

12. MTRCL needs to pay KCRC additional concession payments in return for the grant of the Service Concession for the HKS of the XRL. The amount is calculated by taking 90% of the Discounted Net Cashflow of each year of the project. The additional concession that MTRCL has to pay KCRC is estimated to be about \$2.7 billion (in money-of-the-day terms) over the ten-year concession period. The actual amount to be received by KCRC will be based on the actual patronage of the HKS of the XRL. Under section 14 of the Kowloon-Canton Railway Corporation Ordinance (Cap. 372), KCRC may declare and pay dividends to the Government in the amount of the whole or part of the profits of KCRC in any financial year. Therefore, the Government will benefit from the positive Additional Concession Payments received from the HKS of the XRL through the receipt of dividends from KCRC.

13. Having regard to commercial considerations as well as balancing returns and risks, the Government, KCRC and MTRCL agree on a "Patronage Cap-and-Collar Mechanism". If the deviation of actual from the projected patronage is within 15%, MTRCL will bear all the risk or retain all the return; if the deviation of actual from the projected patronage is beyond 15%, MTRCL and KCRC will bear the risk or share the return according to the ratio of 3:7. In any event, MTRCL will still need to pay to KCRC Variable Annual Payments according to the total revenue generated from the operation of KCRC Railways (including East Rail Line, West Rail Line and Light Rail) and related business according to the mechanism under the Service Concession Agreement.

Economic benefits

14. With respect to the direct economic benefits of the XRL, the Administration has advised that in typical railway projects, the direct economic benefits will only take into account the cost savings due to time savings of passengers, the cost savings in the operation of other public transport modes and the cost savings due to accident reduction. The Administration has estimated that the majority (more than 90%) of the direct economic benefits comes from the cost savings due to passenger time savings. The benefits estimated to be brought about by the cost savings due to passenger time savings as a result of the HKS of the XRL over 50 years of operation (2018 to 2067) would be about HK\$88 billion (discounted to 2018

prices at a rate of 4%), with an Economic Internal Rate of Return ("EIRR")⁶ of around 2%.

15. The Administration takes the view that the HKS of the XRL will also have indirect economic benefits which cannot be simply and instantly quantified. By enhancing Hong Kong's connectivity with the Mainland, it will boost exchanges between Hong Kong and major Mainland cities and foster the development of complementary advantages. The pillar industries of Hong Kong, such as financial services, trading and professional services, stand to benefit in particular. More tourists will be attracted to make Hong Kong a starting point or destination of their rail journeys. The location of WKS, adjacent to the West Kowloon Cultural District, will also create a synergy with this world-class integrated arts and cultural district. Jobs will also be created in railway operation and maintenance as well as retail, catering, station management and services at WKS.

16. Based on the consensus reached under the MOU, a "section-based" approach for revenue and operating cost sharing for the HKS of the XRL between the Mainland and Hong Kong operators is adopted. The two operators share the fare revenue according to the "fare per km" of their respective sections determined by each side. As for long-haul destination, MTRCL shares the fare revenue according to the "fare per km" of the trains to/from Shenzhen North or Guangzhou South, depending on whether the long-haul destinations are along the Hangzhou-Fuzhou-Shenzhen Passenger Line or along the Beijing-Guangzhou Passenger Line, the Shanghai-Kunming Passenger Line or the Guizhou-Guangzhou Passenger Line. As for operating costs, under the "section-based" approach, the two operators will receive from the other side the operating cost of their respective trains running into the other side's section. The projected operating revenue and operating margin of the HKS of the XRL provided by the Administration in August 2018 is set out in **Appendix II**.

Co-location arrangement

17. The Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Bill was passed by LegCo on 14 June 2018 and the Ordinance was published in the Gazette as the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Ordinance (Cap. 632) ("the Ordinance") on 22 June 2018. The Ordinance implements the co-location arrangement at WKS which comprises the establishment of the Mainland Port Area ("MPA"),

⁶ EIRR is the net rate of return of the project calculated by subtracting the construction costs and operation costs during construction and the subsequent 50 years of operation from the economic benefits.

and passengers can complete clearance procedures of both Hong Kong and the Mainland at WKS successively. According to the Administration,⁷ the Chief Executive in Council decided that the Government of the Hong Kong Special Administrative Region ("HKSAR") charges a nominal fee of \$1,000 per year for the use of the Mainland Authorities' Accommodation by the Mainland authorities as the premises of the Mainland Clearance Area, back office and port clearance corridor for exercising exit and entry regulation, including immigration inspection, customs regulation, and inspection and quarantine measures etc.

18. Section 1(2) of the Ordinance provides that the Ordinance comes into operation on a day to be appointed by STH by notice published in the Gazette. As advised by the Administration,⁸ STH decided to appoint 4 September 2018 as the day on which the Ordinance comes into operation to dovetail with the commencement of operation of the HKS of the XRL on 23 September 2018. The Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Ordinance (Commencement) Notice ("Commencement Notice") was published in the Gazette on 31 August 2018. A subcommittee was formed to study the Commencement Notice and a report on its deliberations was made to the House Committee at its meeting on 2 November 2018.⁹

Members' major views and concerns

19. The major views and concerns expressed by Members on the operating arrangements for the HKS of the XRL are summarized in ensuing paragraphs.

Patronage for the XRL

20. Some Members were very concerned about the patronage for the XRL. At the request of the Subcommittee on Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Ordinance (Commencement) Notice ("the Subcommittee"), the Administration provided for members' reference the passenger traffic at the control point at WKS from 23 September to 25 October 2018, which is set out at **Appendix III**. In response to a question raised by a Member at the Council meeting of 14 November 2018, the Administration advised that as at 31 October 2018, the average daily patronage for the HKS of the XRL was 50 921 and the highest patronage for

⁷ LC Paper No. CB(4)1518/17-18(01)

⁸ LC Paper No. CB(4)1518/17-18(01)

⁹ The report of the Subcommittee on Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Ordinance (Commencement) Notice is hyperlinked in Appendix IV.

a single day, i.e. 5 October 2018, was 80 020. Hong Kong passengers accounted for about 30% of the total patronage while those from the Mainland and other nationalities about 70%.

21. The Administration further remarked that since the XRL was a brand new cross-boundary transport mode, for the purpose of ensuring the financial stability of the operation of HKS of the XRL, the Government, KCRC and MTRCL had adopted a more prudent daily patronage forecast for the HKS of the XRL in the business case (including the Patronage Cap-and-Collar Mechanism) for SSCA. As MTRCL was operating on commercial principles, it would not be appropriate to disclose the commercially-sensitive financial projection method and data in SSCA.

Economic benefits

22. The Panel on Transport ("the Panel") was briefed by the Administration on the operating arrangements of the HKS of the XRL at the special meeting on 31 August 2018. Noting that the latest daily patronage forecast for XRL provided by the Administration had dropped when compared with the earlier forecast conducted in 2015, a member queried why the latest estimated revenue was higher than the earlier estimates despite the drop in patronage forecast.

23. The Administration responded that consensus had now been reached with CR to adopt the "section-based" approach for fare revenue sharing for the XRL between the Mainland and Hong Kong whereas the previous estimates were based on the "fare per km" approach. In adopting the "section-based" approach, the percentage of fare revenue received by Hong Kong side would increase.

Concession payments under SSCA

24. Some Members expressed concern over the calculation of the \$2.7 billion additional concession payments to be paid by MTRCL to KCRC over the ten-year concession period.

25. The Administration advised that its overall target was that the HKS of the XRL should be financially healthy and stable over the ten-year concession period. The net revenue (i.e. additional concession payments) was calculated entirely according to the established mechanism under the Operating Agreement, viz. calculated by taking 90% of the Discounted Net Cashflow of each year of the new project (i.e. the HKS of the XRL project) during the concession period. MTRCL would only retain the remaining 10%. In this regard, it was estimated that KCRC would receive about \$10.7 billion of total concession payment (i.e. Variable Annual Payment) from

MTRCL over the ten-year period. This estimate was based on the patronage forecast as set out in SSCA. The actual amount to be received by KCRC would be based on the actual patronage of the HKS of the XRL. For accounting purpose, KCRC had to pay a fixed amount of about \$8 billion to MTRCL for meeting the expenses for the asset replacement of the HKS of the XRL. According to the terms of SSCA, even if adopting the more prudent daily patronage forecast as set out in SSCA, KCRC would still be able to receive a net revenue (i.e. additional concession payments) of \$2.7 billion over the ten-year period.

Baggage size limit

26. Some Members were concerned about the baggage size limit imposed by MTRCL. A Panel member pointed out that passengers would only be allowed to carry baggage with combined dimensions of no more than 130 cm. The member opined that such restriction would cause inconvenience to passengers, especially for the elderly and those taking long-haul journeys. Some Subcommittee members also noted that some southbound passengers were permitted to carry oversized baggage to board XRL trains bound for Hong Kong. These members urged for less stringent enforcement of the baggage size limit by MTRCL and requested the Administration to enhance publicity on the relevant baggage regulations.

27. The Administration advised that same standards and practices were adopted in both Hong Kong and the Mainland with regard to the enforcement of baggage size limit. It would follow up the matter with MTRCL and CR having considered members' concern. MTRCL supplemented that parcel consignment and delivery services as well as storage service were available at WKS for passengers in need.

Train service information, fare levels and ticket purchase arrangement

28. A number of Members called on the Administration and/or MTRCL to provide more comprehensive information on train service and to offer fare concession to passengers during non-peak hours with a view to increasing the patronage of XRL. Some Members considered that the current ticket collection procedures adopted at WKS were too complicated and that e-tickets should be introduced.

29. The Administration advised that it had been discussing relevant matters with MTRCL and CR on various fronts, such as enhancing the ticketing arrangements and offering of concession fare to passengers during non-peak hours, with a view to improving the passengers' experiences in using XRL. Furthermore, the Administration advised that it would discuss with CR on the integration of Hong Kong and the Mainland ticketing

websites and the introduction of e-tickets as well.

Administration and operation of MPA

30. A Panel member queried about the basis for only charging a nominal fee for the use of MPA by Mainland Authorities. The Administration responded that the co-location arrangement was instrumental to fully unleashing the potential of the HKS of the XRL which would benefit Hong Kong in the long term. The arrangement of charging a nominal fee of \$1,000 per year for the use of the Mainland Authorities' Accommodation by the Mainland authorities was considered appropriate and also in line with existing land policy adopted for land lease for non-profit making purpose. For parity, the Shenzhen Municipal People's Government had agreed to reduce the rental for the Hong Kong Clearance Area of the Shenzhen Bay Port from around RMB8.1 million per year to a nominal rental of RMB1, 000 similarly.

31. Certain Subcommittee members expressed concern about the operation of the MPA, including the number of Mainland personnel stationed in the MPA, duties that they carried out in the MPA, whether they would stay overnight in the MPA and the respective departments that they belonged to.

32. The Administration advised that it was important to station sufficient staff at the MPA with a view to ensuring a smooth and safe operation thereat. The design of the MPA could accommodate up to 600 personnel at any time to carry out duties there. As the implementation of customs, immigration and quarantine matters in the MPA was under the Mainland's jurisdiction, it was not necessary for the Mainland to inform the HKSAR of the relevant operational arrangements therein, including the number of Mainland personnel stationed at the MPA.

33. The Administration further explained that in accordance with Article 6 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", only immigration inspection authority, customs authority, inspection and quarantine authority, integrated port administration authority and railway police authority of the Mainland would station their personnel to perform duties and functions in the MPA in accordance with the laws of the Mainland ("Mainland Authorities Stationed at the MPA"). While the Mainland Authorities Stationed at the MPA did not stay overnight at the MPA after completion of their duties, certain officers in particular those from immigration inspection and customs authorities were required to work overnight at the MPA to conduct relevant clearance procedures for the staff of MTRCL and its contractors, who might

have to carry out maintenance and cleansing work at the MPA at night time.

Latest development

34. The Administration intends to brief members on the operation of the HKS of the XRL since its commissioning at its meeting to be held on 7 December 2018.

Relevant papers

35. A list of relevant papers is in **Appendix IV**.

Council Business Division 4
Legislative Council Secretariat
5 December 2018

Daily patronage forecast for the XRL in 2018

XRL Train Services	Daily Patronage Forecast for the XRL in 2018			
	Mondays to Thursdays	Fridays, Saturdays and Sundays	Peak Periods	Average
Short-haul	60 100	64 700	74 700	66 400
Futian	35 100	37 700	43 600	38 700
Shenzhen North	7 400	8 000	9 200	8 200
Humen	3 100	3 400	3 900	3 500
Guangzhou South	14 500	15 600	18 000	16 000
Long-haul	12 400	13 400	15 400	13 700
Total	72 500	78 100	90 100	80 100

Note: The average daily patronage forecast has taken into account the different train schedules on weekdays, weekends and peak periods.

Daily patronage forecast for the XRL for 2018, 2021 and 2031

XRL Train Services	Daily Patronage Forecast (Average)		
	2018	2021	2031
Short-haul	66 400	72 800	94 900
Futian	38 700	43 400	59 100
Shenzhen North	8 200	8 700	12 800
Humen	3 500	3 700	4 700
Guangzhou South	16 000	17 000	18 300
Long-haul	13 700	22 200	34 400
Total	80 100	95 000	129 300

Source: LC Paper No. CB(4)1500/17-18(01)

Appendix II

Projected Operating Revenue and Operating Margin of the XRL

	2018	2021	2031
Operating Revenue	0.671	3.254	7.067
Fare revenue	0.620	3.023	6.643
Non-fare revenue	0.051	0.231	0.424
Operating Cost	(0.472)	(1.836)	(3.296)
Energy	(0.047)	(0.202)	(0.321)
Non-staff Operating and Maintenance	(0.209)	(0.804)	(1.360)
Staff cost	(0.063)	(0.300)	(0.474)
Support Services	(0.026)	(0.109)	(0.154)
Rent and Rates	(0.001)	(0.001)	(0.076)
Other Operating Cost	(0.126)	(0.420)	(0.911)
EBITDA	0.199	1.418	3.771
Operating Margin	29.6%	43.6%	53.4%

Note:

1. In money-of-the-day terms (billion)
2. With the expected commissioning of the XRL in September 2018, the estimates for the year cover the fourth quarter only.
3. Operating Margin = $\frac{(\text{Operating Revenue} - \text{Operating Cost})}{\text{Operating Revenue}} \times 100\%$

Source: LC Paper No. CB(4)1500/17-18(01)

Passenger traffic at the control point at the WKS of the XRL

Date	Arrival				Departure				Total
	Hong Kong residents	Mainland visitors	Other visitors	Arrival total	Hong Kong residents	Mainland visitors	Other visitors	Departure total	
2018/9/23	10,170	31,377	987	42,534	10,552	22,094	564	33,210	75,744
2018/9/24	3,791	14,815	635	19,241	5,517	20,808	897	27,222	46,463
2018/9/25	12,589	9,861	569	23,019	7,388	6,850	563	14,801	37,820
2018/9/26	6,553	13,528	879	20,960	5,564	9,497	664	15,725	36,685
2018/9/27	5,533	12,841	917	19,291	5,565	10,899	619	17,083	36,374
2018/9/28	5,773	13,515	1,042	20,330	9,145	11,406	621	21,172	41,502
2018/9/29	5,639	16,357	1,276	23,272	13,974	10,357	547	24,878	48,150
2018/9/30	8,521	23,567	1,273	33,361	9,967	9,569	514	20,050	53,411
2018/10/1	15,404	42,931	936	59,271	4,263	14,225	485	18,973	78,244
2018/10/2	6,507	41,253	960	48,720	3,489	23,131	717	27,337	76,057
2018/10/3	4,480	36,757	788	42,025	4,231	27,875	777	32,883	74,908
2018/10/4	4,350	33,277	728	38,355	5,125	31,381	838	37,344	75,699
2018/10/5	4,559	32,567	777	37,903	6,504	34,767	846	42,117	80,020
2018/10/6	4,609	23,560	719	28,888	7,667	36,232	909	44,808	73,696
2018/10/7	7,349	11,399	619	19,367	5,950	26,528	1,215	33,693	53,060
2018/10/8	5,709	9,492	596	15,797	6,484	12,120	1,015	19,619	35,416
2018/10/9	5,245	10,422	651	16,318	6,142	10,084	955	17,181	33,499
2018/10/10	5,485	11,064	821	17,370	6,322	9,801	976	17,099	34,469
2018/10/11	5,479	11,045	862	17,386	6,178	9,689	894	16,761	34,147
2018/10/12	6,133	14,589	1,275	21,997	9,527	11,830	1,009	22,366	44,363
2018/10/13	5,816	25,263	1,378	32,457	12,107	20,280	1,286	33,673	66,130
2018/10/14	10,436	16,893	1,251	28,580	7,200	20,417	2,809	30,426	59,006
2018/10/15	6,606	11,499	1,038	19,143	7,032	10,756	2,585	20,373	39,516
2018/10/16	5,445	10,891	1,093	17,429	8,593	11,263	2,094	21,950	39,379
2018/10/17	9,731	8,974	1,650	20,355	9,684	7,547	1,406	18,637	38,992
2018/10/18	6,718	13,260	2,108	22,086	6,330	10,376	1,130	17,836	39,922
2018/10/19	6,985	16,152	2,626	25,763	9,489	11,882	1,140	22,511	48,274
2018/10/20	6,543	26,585	2,189	35,317	10,289	20,312	1,423	32,024	67,341
2018/10/21	11,638	17,383	1,524	30,545	6,112	20,206	1,944	28,262	58,807
2018/10/22	6,728	12,806	1,234	20,768	6,590	11,634	2,630	20,854	41,622
2018/10/23	5,777	11,991	1,289	19,057	6,122	11,800	1,985	19,907	38,964
2018/10/24	6,082	11,404	1,490	18,976	6,771	10,793	1,475	19,039	38,015
2018/10/25	6,178	13,120	1,896	21,194	7,614	10,401	1,138	19,153	40,347

Source: LC Paper No. CB(4)119/18-19

Operation of the Hong Kong Section of the Guangzhou - Shenzhen - Hong Kong Express Rail Link

List of relevant papers

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
1 June 2018	Subcommittee on Matters Relating to Railways	Administration's paper on Progress and Financial Situation of the Construction of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Quarterly Report for the Period ending 31 March 2018)	CB(4)1151/17-18(01) https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20180601cb4-1151-1-e.pdf
6 June 2018	Council meeting	Report of the Bills Committee on Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Bill	CB(4)1163/17-18 http://www.legco.gov.hk/yr17-18/english/bc/bc102/reports/bc10220180606cb4-1163-e.pdf
31 August 2018	Panel on Transport	Administration's paper on operating arrangements for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(4)1500/17-18(01) https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-1500-1-e.pdf
		Administration's paper on right to use and commissioning arrangements of the West Kowloon Station Mainland Port Area	CB(4)1518/17-18(01) https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180831cb4-1518-1-e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
2 November 2018	House Committee	Report of the Subcommittee on Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Ordinance (Commencement) Notice	CB(4)119/18-19 https://www.legco.gov.hk/yr18-19/english/hc/papers/hc20181102cb4-119-e.pdf
14 November 2018	Council meeting	Hon Tanya CHAN raised a question on operating arrangements for Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	https://www.info.gov.hk/gia/general/201811/14/P2018111400331.htm

Council Business Division 4
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