

**Guangzhou-Shenzhen-  
Hong Kong  
Express Rail Link  
Co-location  
Arrangement**

**WHAT YOU  
NEED  
TO KNOW**



## Preface

Upon implementation of the co-location arrangement at the West Kowloon Station (WKS) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL):

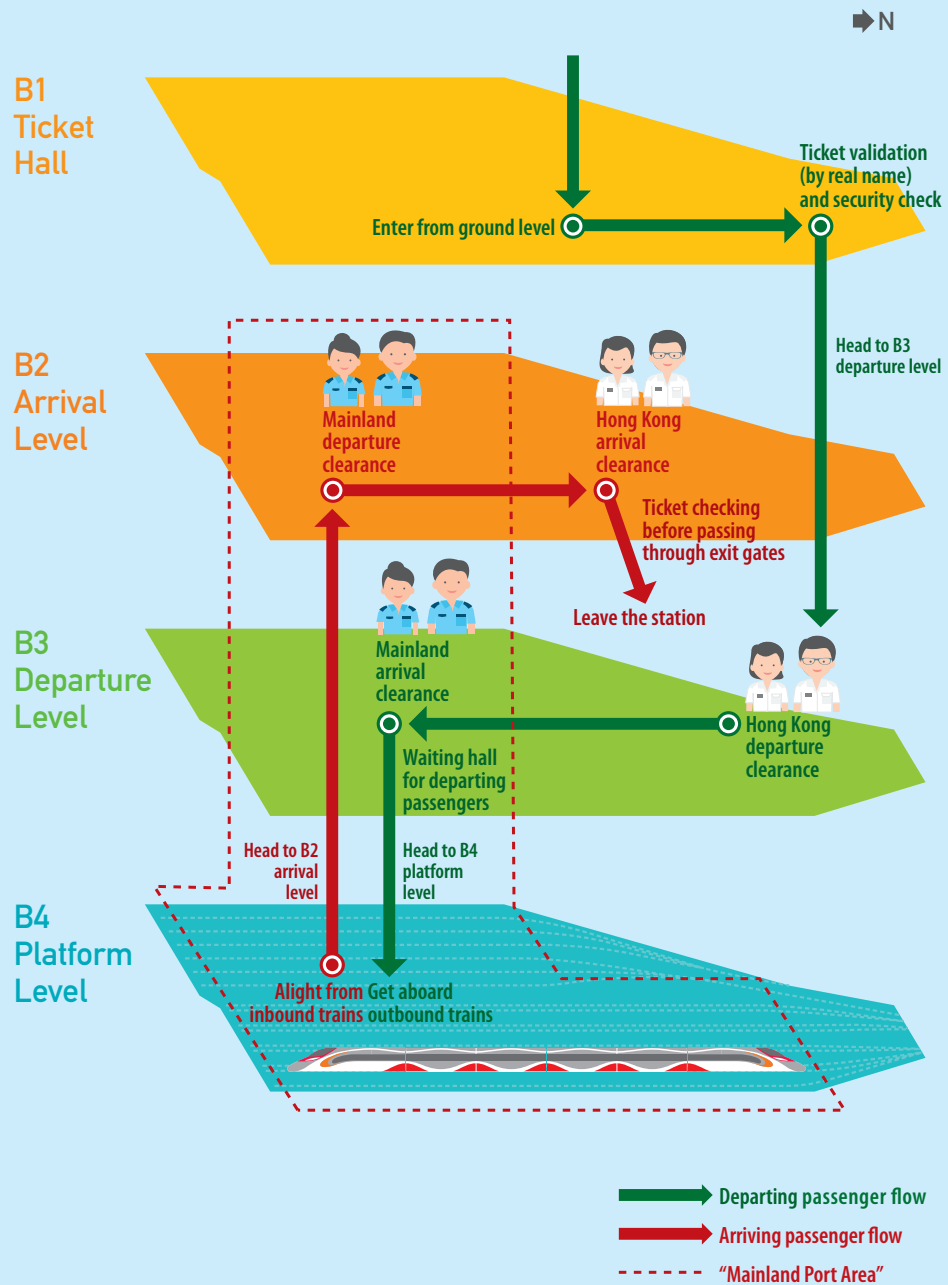
- Passengers can complete clearance procedures of both Hong Kong and the Mainland at the WKS successively. Passengers departing from Hong Kong can stay on trains and go to cities covered by the national high-speed rail network without having to undergo clearance procedures again in the Mainland.
- Passengers coming to Hong Kong can freely board trains at any station on the national high-speed rail network, and go through clearance procedures upon arrival at the WKS. They are not constrained by whether a particular Mainland station is equipped with clearance facilities.

The WKS Port includes the Hong Kong Port Area and the Mainland Port Area, in which law enforcement personnel from both sides conduct respective clearance procedures for passengers. The WKS Mainland Port Area comprises the designated areas on B2 and B3 levels, the platform areas on B4 level as well as the relevant connecting passageways. Furthermore, the train compartments of trains in operation (including those which are in motion, stationary and during embarkation or disembarkation) on the Hong Kong Section of the XRL are also regarded as part of the Mainland Port Area.

The boundary of the Mainland Port Area is clearly delineated in the WKS. When passengers bound for the Mainland leave the Hong Kong Port Area upon completion of Hong Kong clearance procedures and enter the Mainland Port Area, they shall comply with Mainland laws as in the case of entering the Mainland via other rail-based control points (namely Lo Wu and Lok Ma Chau Spur Line).



## Passenger Flow in the WKS



Personnel of the Mainland Authorities Stationed at the Mainland Port Area conduct Mainland customs, immigration and quarantine procedures for passengers, and are responsible for managing the public order within the Mainland Port Area. They can only perform their duties within the Mainland Port Area, and have no law enforcement powers in other places of Hong Kong outside the Mainland Port Area.

## Frequently asked questions

### 1 Which side will handle crimes that may happen within the Mainland Port Area?

Public order within the Mainland Port Area is managed by the Mainland Authorities Stationed at the Mainland Port Area. In case passengers encounter crimes (e.g. theft etc.) within the Mainland Port Area, they should seek assistance from the personnel of the Mainland Authorities Stationed at the Mainland Port Area.



## 2 What channels are available to passengers for seeking assistance within the Mainland Port Area?

A Police Reporting Centre will be established at the WKS. The Hong Kong Police Force will set up police posts and conduct patrols within the Hong Kong Port Area to maintain the public order of the station. Mainland railway public security officers are also stationed within the Mainland Port Area.

As for general assistance, the Government of the Hong Kong Special Administrative Region (HKSAR), the MTR Corporation Limited (MTRCL) and Mainland departments jointly formulate arrangements such that passengers at the WKS will clearly know how to seek assistance regardless of which port area they are in. Examples include:

- Information on how to seek assistance will be clearly displayed in major locations of the WKS (including the Mainland Port Area and train compartments);
- The MTRCL will station staff members at different locations of the WKS to provide assistance to passengers in need, including liaising with and referring cases to relevant Mainland law enforcement personnel; and
- Whether in the Mainland Port Area or the Hong Kong Port Area, passengers who call 999 or 112 will be connected with the 999 Emergency Call Centre of the Hong Kong Police Force. The HKSAR Government has established a mechanism with the Mainland Authorities Stationed at the Mainland Port Area. For a reported case occurring at the Mainland Port Area, the Hong Kong Police Force will arrange a tripartite conference call with the Mainland Authorities Stationed at the Mainland Port Area and the caller. The Mainland Authorities Stationed at the Mainland Port Area will then follow up and provide assistance. Relevant HKSAR personnel may be authorised to render assistance in the Mainland Port Area if necessary.



## 3 In case of a fire occurring at the Mainland Port Area, will HKSAR fire officers provide assistance?

To ensure the safe operation of the WKS, both sides have agreed that HKSAR fire officers will enter the Mainland Port Area as soon as possible for the purposes of carrying out fire-fighting operation in case of a fire.



## 4 As an ordinary passenger, how is the “reserved matter” specified to be under the jurisdiction of the HKSAR in the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Ordinance relevant to me?

Ordinary passengers’ general conduct within the Mainland Port Area is subject to Mainland laws. However, pursuant to the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Ordinance, matters pertaining to the contractual or other legal relationships of a civil nature among the following bodies or individuals in the Mainland Port Area are “reserved matters” specified in the Ordinance and will still be under the jurisdiction of the HKSAR in accordance with the laws of the HKSAR: the Hong Kong operator of the XRL (i.e. the MTRCL), contractor(s) of construction works of the WKS, material or service provider(s), staff member(s) of the above bodies, and passenger(s) of the XRL; unless the parties by agreement indicate otherwise (whether such agreement is made in writing, orally or by conduct).



For example, cases involving passengers who claim damages from the Hong Kong operator of the XRL after having slipped on a wet floor within the Mainland Port Area, as well as civil disputes among passengers, are “reserved matters” under the Ordinance and shall be handled, in general, by the HKSAR courts in accordance with the laws of the HKSAR.

## 5 In case of injury or even death within the Mainland Port Area, insured persons or their representatives need to lodge claims with the insurance companies. Will these claims (including life, personal accident and travel insurance policies etc.) be affected?

The rights and obligations under life and personal accident insurance policies etc. which were taken out prior to the commencement of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Ordinance are pre-existing rights or obligations under the Ordinance and their coverage will not be affected by the commencement of the Ordinance. As for insurance policies taken out after the commencement of the Ordinance, their actual coverage will depend on the terms and conditions of individual insurance contracts. Since life insurance policies are generally not affected by geographical boundaries, the establishment of the Mainland Port Area should not affect the coverage of life insurance policies signed after the commencement of the Ordinance. For the avoidance of doubt, the Insurance Authority will communicate with the insurance industry and suggest them specifying clearly in future insurance contracts (including renewal of / amendment to terms and conditions in pre-existing insurance contracts) whether the territorial scope of insurance coverage, if mentioned therein, will include the Mainland Port Area so as to define the coverage with greater clarity and protect the interest of different parties.

Regarding travel insurance policies, the plans offered by various insurance companies may adopt different definitions for a journey. Generally speaking, insurance companies may count from the point of time when the insured person leaves his / her place of residence or office in Hong Kong, or departs from an immigration counter that conducts Hong Kong departure clearance. In both cases, when the insured person is inside the Mainland Port Area, he / she has already completed the Hong Kong departure clearance and is covered by the travel insurance policy.



## 6 Is it necessary to pay roaming charges for using mobile phones within the Mainland Port Area? Will some websites be inaccessible therein?

Mobile communications services within the Mainland Port Area are provided by Hong Kong telecommunications service providers. When Hong Kong residents use mobile communications services within the Mainland Port Area, their hand-carry devices (such as smartphones, tablets etc.) will receive Hong Kong network signals, and thus it is not necessary for them to pay roaming charges. The viewable content is akin to that of using mobile communications services in other places of Hong Kong.

However, as Mainland laws are applicable within the Mainland Port Area (save for "reserved matter" under the jurisdiction of the HKSAR), passengers' general conduct (including online criminal activities, such as online fraud and intimidation etc.) within the Mainland Port Area is subject to Mainland laws. Passengers shall comply with Mainland laws after entering the Mainland Port Area.



## 7 Are there any points to note for persons working within the Mainland Port Area (e.g. helping with maintenance work, cleansing etc.)?

Personnel who are holders of valid permit issued by the HKSAR Government or the Hong Kong operator of the XRL who enter the Mainland Port Area (or pass through the Mainland Port Area to other places within the WKS) to carry out duties and functions need to undergo clearance inspections upon entry to or departure from the Mainland Port Area, but shall not be considered as working outside the territory of Hong Kong.

The performance of duties and functions or matters related to the performance of duties and functions by these personnel (e.g. licence / permit required for a maintenance staff) shall be under the jurisdiction of the HKSAR in accordance with the laws of the HKSAR. On the other hand, their conduct in other aspects within the Mainland Port Area (e.g. criminal activities outside the performance of duties and functions) shall be under the jurisdiction of the Mainland in accordance with Mainland laws.



## 8 Is it necessary to take out Mainland labour insurance policies or pay tax to the Mainland for working within the Mainland Port Area? How will work injuries within the Mainland Port Area be handled?

Pursuant to the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Co-location) Ordinance, matters relating to the tax affairs and employment-related obligations, rights and benefits, protection and insurance of the staff members of the Hong Kong operator of the XRL and service provider(s) that provide service within the Mainland Port Area are “reserved matters” under the Ordinance, and shall be under the jurisdiction of the HKSAR in accordance with the laws of the HKSAR.



Thus, it is not necessary to take out Mainland labour insurance policies or pay tax to the Mainland for working within the Mainland Port Area, similar to the case of working in other places of Hong Kong. If these personnel sustain work injuries within the Mainland Port Area, their rights and protection are no different from those who have sustained work injuries in other places of Hong Kong.

