

廣深港高速鐵路(香港段)一地兩檢安排記者會
Press Conference on the
Co-location Arrangement of the Hong Kong Section of the
Guangzhou-Shenzhen-Hong Kong Express Rail Link



「八縱八橫」的高速鐵路主通道示意圖
Indicative map on the “8 Verticals and 8 Horizontals”
major high-speed rail corridors



高鐵香港段2018年第三季開通時可直達以下內地城市（毋須轉車）

Direct trains to the following Mainland cities (without interchange) upon commissioning of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”) in Q3 2018

目的地 Destinations	預計車程 Estimated travelling time
短途 Short-haul services (不停中途站計算 assuming no intermediate stops)	
福田 Futian	14分鐘mins
深圳北 Shenzhen North	23分鐘mins
虎門 Humen	33分鐘mins
廣州南 Guangzhou South	48分鐘mins
長途 Long-haul services	
汕頭 Shantou (潮汕站 Chaoshan Station)	2小時hrs 15分鐘mins
長沙 Changsha	3小時hrs
廈門 Xiamen	4小時hrs
武漢 Wuhan	4小時hrs 30分鐘mins
南昌 Nanchang	4小時hrs 30分鐘mins
福州 Fuzhou	5小時hrs 15分鐘mins
鄭州 Zhengzhou	6小時hrs 15分鐘mins
杭州 Hangzhou	6小時hrs 45分鐘mins
上海 Shanghai	7小時hrs 45分鐘mins
北京 Beijing	8小時hrs 45分鐘mins



何謂一地兩檢

What is a Co-location Arrangement

- 在同一地方依序辦理兩個不同管轄區的通關程序。
- Clearance procedures of two jurisdictions are conducted successively in one place.
- 一地兩檢在海外（如英、法或美、加兩國之間）**早有先例**。
- There are **examples** of co-location arrangements overseas (such as that between the United Kingdom and France, or that between the United States and Canada).
- 香港與內地之間也於2007年起在深圳灣口岸實施有關安排，一直運作暢順，為旅客所肯定。
- Hong Kong and the Mainland have also had such an arrangement at the Shenzhen Bay Port since 2007. It has been operating smoothly and has been well received by travellers.



一地兩檢的必要性

Need for a Co-location Arrangement

- 在西九龍站完成兩地的通關程序後，離港乘客便可安坐列車，輕鬆到達國家高鐵網絡**所有城市**，不需要再在內地辦理通關程序。
- Upon completion of the clearance procedures of both sides, passengers departing from Hong Kong can head to **all cities** on the national high-speed rail network without having to undergo clearance procedures again on the Mainland.
- 抵港乘客亦可自由選擇在國家高鐵網絡**任何一個車站登車**，抵達西九龍站才辦理內地出境和香港入境程序，不受該內地城市是否設有通關口岸限制。
- Passengers coming to Hong Kong can freely **board trains at any station** on the national high-speed rail network, and go through Mainland departure clearance and Hong Kong arrival clearance at the West Kowloon Station (“WKS”). They will not be constrained by whether a particular Mainland city has clearance facilities.



一地兩檢的必要性

Need for a Co-location Arrangement

- 如果不實行一地兩檢，廣深港高鐵的乘客只能在內地少數設有通關口岸的車站上落車。廣深港高鐵將失去其高效靈活的功能。
- If a co-location arrangement is not implemented, passengers of the XRL may only board or alight at the handful of Mainland stations equipped with clearance facilities. This will hamper the efficiency and flexibility offered by the XRL.
- 一地兩檢是發揮廣深港高鐵項目最大效益的重要關鍵。
- A co-location arrangement is critical to fully unleashing benefits of the XRL project.



乘客在西九龍站的路線圖

Passenger Flow at the WKS

B1 售票大堂

Ticket Hall

B2 入境層

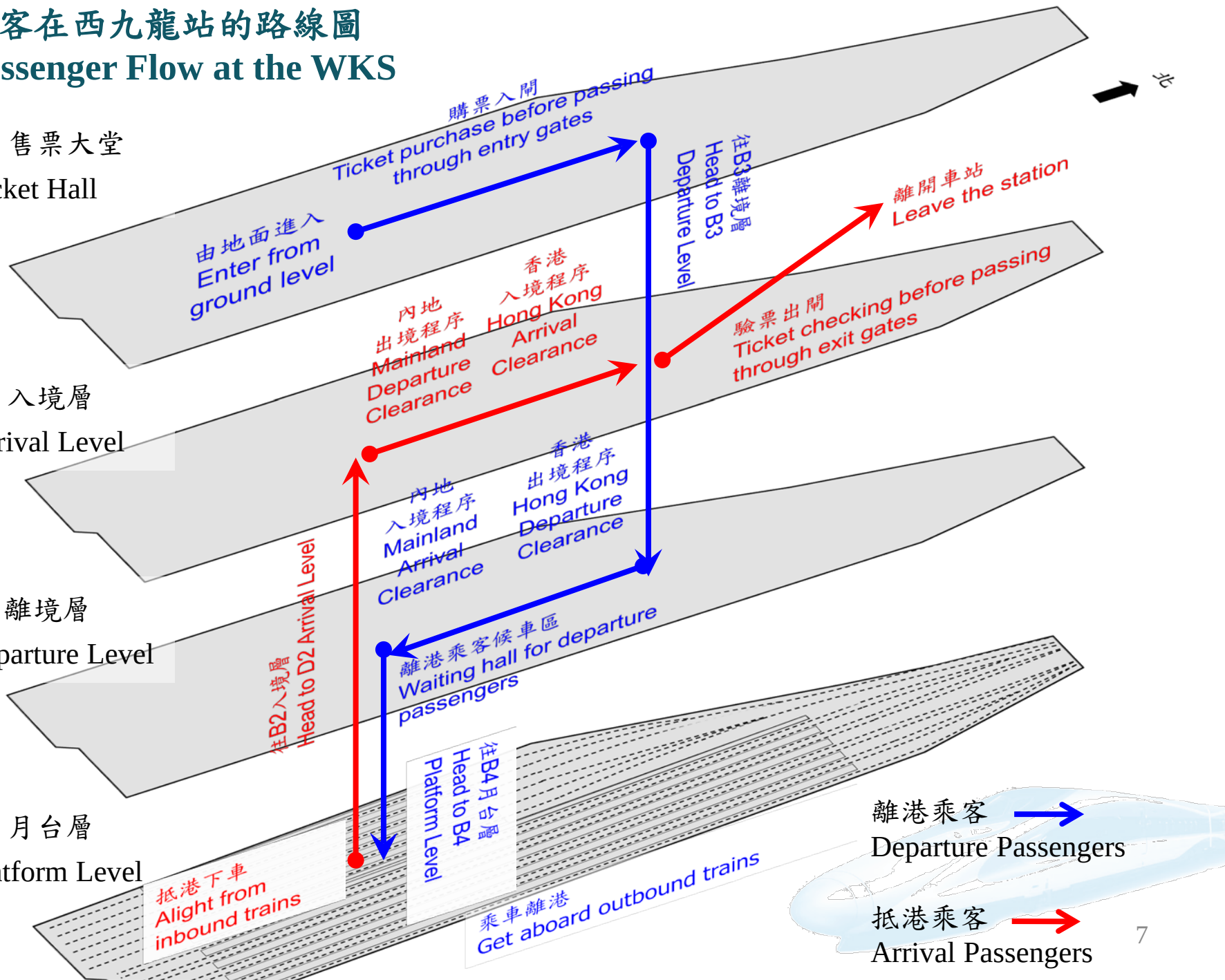
Arrival Level

B3 離境層

Departure Level

B4 月台層

Platform Level



「三步走」實施一地兩檢
“Three-step Process” for
Implementing the
Co-location Arrangement



過去數年，特區政府和中央有關部門曾就廣深港高鐵的通關程序探討過多個不同的構思。雙方一直同意一地兩檢方案，必須在法律上符合《基本法》。

Over the past few years, the Government of the Hong Kong Special Administrative Region (“HKSARG”) and the relevant central authorities have explored various ideas of the clearance procedures for the XRL. Both sides agree that the proposal for implementing the co-location arrangement must be in compliance with the Basic Law.



要在西九龍站實施一地兩檢，內地工作人員須依據內地法律為乘客辦理通關程序。另一方面，《基本法》就在香港特區適用的法律作出規範。相關的《基本法》條文包括第二條、第八條、第十一條、第十八條、第二十條及第二十二條。

In order to implement the co-location arrangement at the WKS, Mainland personnel would need to conduct clearance procedures for passengers in accordance with Mainland laws. On the other hand, the Basic Law contains provisions on the laws which can be applied in the HKSAR. Relevant articles of the Basic Law include Article 2, 8, 11, 18, 20 and 22.



在參考深圳灣口岸模式後建議採用
「三步走」的方式於高鐵西九龍站實施
一地兩檢：

With reference to the case of the Shenzhen Bay Port, it is recommended to adopt a “Three-step Process” in implementing the co-location arrangement at the WKS of the XRL.



「三步走」實施一地兩檢

“Three-step Process” for Implementing the Co-location Arrangement

- **第一步**：內地政府與特區政府達成《合作安排》
- **Step One**: The Mainland Government and the HKSARG confirm the contents of the Co-operation Agreement
- **第二步**：全國人民代表大會常務委員會作出決定批准及確認《合作安排》
- **Step Two**: The Standing Committee of the National People's Congress (“NPCSC”) approves and ratifies the Co-operation Agreement in an NPCSC decision
- **第三步**：香港特區透過本地立法實施
- **Step Three**: Implementation in the HKSAR through enactment of domestic legislation



第一步：《合作安排》

Step One: Co-operation Agreement

《合作安排》的內容包括口岸區的設立、「內地口岸區」的範圍及管轄權事宜、對旅客出入境監管、聯絡協調與應急處理機制、爭議的磋商及解決，以及《合作安排》的修改和生效事宜。

The contents of the Co-operation Arrangement include the establishment of port areas, the area and jurisdiction of the “Mainland Port Area” (“MPA”), immigration control on travellers, liaison and coordination mechanism and emergency handling mechanism, consultation on and resolution of disputes, as well as the arrangement for amending the Co-operation Arrangement and its effective date.



口岸區的設立

Establishment of port areas

西九龍站口岸將分別設立「香港口岸區」和「內地口岸區」。「香港口岸區」由香港特區依照特區法律設立和管轄，而「內地口岸區」則由內地根據《合作安排》和內地法律設立和管轄。日後由雙方分別按照各自法律，對往來內地和香港特區的出入境人員及其隨身物品和行李物品辦理通關手續。

The WKS control point would be established with a HKPA and the MPA. The “Hong Kong Port Area” (“HKPA”) would be established by the HKSAR and be subject to its jurisdiction in accordance with HKSAR laws, whereas the MPA would be established by the Mainland and be subject to its jurisdiction in accordance with the Co-operation Agreement and relevant Mainland laws. Both sides would exercise customs, immigration and quarantine (“CIQ”) control in accordance with their respective laws on travellers between the Mainland and the HKSAR, as well as their belongings and luggage.



「內地口岸區」範圍

Delineation of the MPA

「內地口岸區」的範圍及相關空間涵蓋由離港乘客完成香港出境程序進入辦理內地入境程序起的地域；以及抵港乘客自南行列車下車踏足西九龍站起，直至完成內地出境程序為止。這將為西九龍站B2、B3層的劃定區域，和B4層月台區域及有關連接通道，包括內地監管查驗區、內地部門辦公備勤區、離港乘客候車區、車站月台、以及連接通道和電梯，連同日後新增月台等擴充部分。

The MPA would comprise the areas and space thereof from the point where passengers departing Hong Kong have gone through the departure clearance on the Hong Kong side and entered into the area for arrival clearance on the Mainland side, as well as the areas from the point where arriving passengers set foot on the WKS after alighting from a southbound train to the point where they have completed the departure clearance on the Mainland side. This would include the designated areas on B2 and B3 levels, platforms on B4 level, as well as connecting passageways, namely the Mainland Clearance Area, the back office of the Mainland authorities, the waiting hall for departure passengers, station platforms and the connecting passageways/escalators linking these areas, with the reserved areas such as the additional platforms.



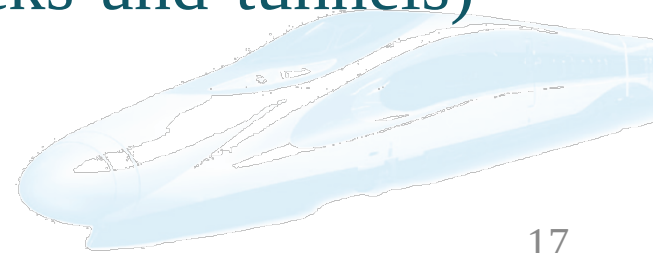
此外，在廣深港高鐵香港段上營運中的列車車廂（包括行駛中、停留中和上落乘客期間）亦視作「內地口岸區」範圍之內。

In addition, train compartments in operation on the Hong Kong Section of the XRL (whether in motion, stationary or during embarkation or disembarkation) would be regarded as part of the MPA.



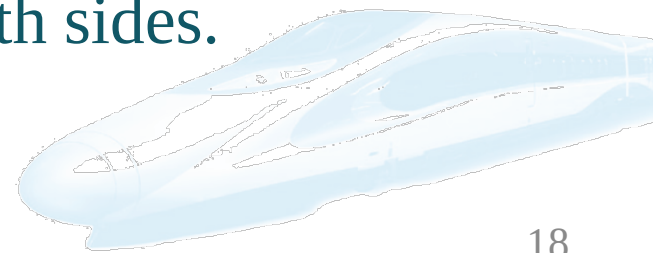
除上述納入「內地口岸區」範圍的場地和空間，廣深港高鐵香港段的所有其他營運範圍及設施（包括石崗列車停放處、路軌及行車隧道）均不屬於「內地口岸區」範圍。

Save for the areas and space included as part of the MPA as mentioned in preceding paragraphs, all other railway operation areas and facilities of the Hong Kong Section of the XRL (including Shek Kong Stabling Sidings, railway tracks and tunnels) would not be part of the MPA.



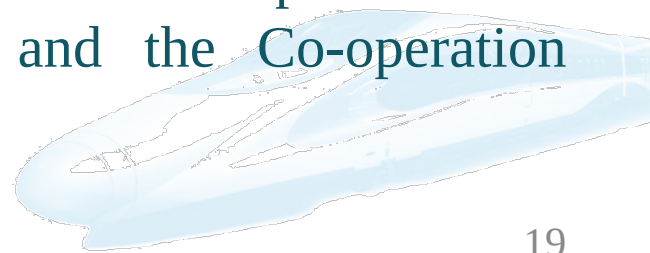
「內地口岸區」範圍內的場地和空間由香港特區交予內地根據《合作安排》使用和行使管轄權。就該使用權的取得、期限和費用（包括「內地口岸區」內有關建築物及相關設施的維修養護費用）等事宜，由雙方簽訂合同作出規定。

Venues and space within the area of the MPA will be made available by the HKSAR to the Mainland side for use and for exercising jurisdiction in accordance with the Co-operation Arrangement. Matters such as the acquisition of the right to use, duration and fees (including the maintenance fees of relevant structures and related facilities in the MPA) would be provided for by an agreement to be signed by both sides.



「內地口岸區」的設立不影響廣深港高鐵香港段的建造及施工權、服務經營權及營運和監管，亦不影響其運作相關的資產（包括相關土地及土地上不動產或動產）及設施的權益，而該等事宜仍由香港特區依特區法律處理及依照《合作安排》行使管轄權。

The Co-operation Arrangement will clearly indicate that the establishment of the MPA would not affect the construction, performance of construction work, service concession, operation and monitoring of the Hong Kong Section of the XRL, and would not affect the rights and obligations regarding the assets (including relevant land as well as movable and non-movable assets on these lands) and facilities in relation to the operation of the Hong Kong Section of the XRL. The HKSAR would still exercise jurisdiction in respect of such matters in accordance with HKSAR laws and the Co-operation Arrangement.



法律適用及管轄權事宜

Governing law and jurisdiction

在社會上就在西九龍站實施內地法律的程度有不同意見。一方面有意見指應仿效深圳灣口岸模式，在「內地口岸區」實施整套內地法律。另一方面，有意見則認為只應在「內地口岸區」執行涉及通關程序的內地法律。但這建議的最大問題，是不可能清晰界定哪些法律是屬於通關程序的法律，哪些並不屬通關程序時需應用的法律。

There are different views as to the extent to which Mainland laws should apply in the WKS. On the one hand, some take the view that the arrangement at the Shenzhen Bay Port should be used as the model, and the whole body of Mainland law should apply in the MPA. On the other hand, there are views that only those Mainland laws relating to clearance procedures (and not the entire body of Mainland law), should apply and be enforced in the MPA. However, the greatest problem with this suggestion is that it is impossible to draw a clear distinction between those laws which are relevant to clearance procedures and those laws which would not be applied in the course of clearance procedures.

另一個考慮是西九龍站並非單純的查驗口岸，而是交由香港鐵路營運商管理的車站，完全排除香港特區的法律及司法管轄權，或會造成一些民事法律爭議及商業運作上的困難。

A further consideration is that the WKS is more than a control point. It is a station to be managed by a railway operator in Hong Kong. If application of the laws and legal jurisdiction of the HKSAR therein were completely excluded, it would create further legal disputes and commercial operation issues.



在考慮以上情況後，建議自西九龍站口岸啟用之日起，除《合作安排》規定由香港特區管轄的事項外，將由內地依據《合作安排》和內地法律管轄。

Having considered the above, it is proposed that, from the day on which the WKS control point commences operation, the Mainland will exercise jurisdiction over the MPA in accordance with the Cooperation Arrangement and Mainland laws, except for those matters specified in the Cooperation Arrangement over which the HKSAR exercises jurisdiction.



按照現時的共識，「內地口岸區」
下述事項由香港特區依據特區法律實施
管轄 —

Based on the current understanding, the
HKSAR will exercise jurisdiction in the MPA
in accordance with HKSAR laws —



- (一) 有關特定人員，即持有香港特區政府或廣深港高鐵香港段營運商核發的有效證件進入「內地口岸區」或通過該口岸區進入西九龍站其他地點執行職務的工作人員，履行職務或與履行職務相關的事項。除相關事項按《合作安排》由香港特區法律管轄，否則該等人員在「內地口岸區」應遵守內地法律，並接受內地派駐機構的監管；
- (a) the performance of duties and functions or related matters by designated personnel, i.e. holders of valid permit issued by the HKSARG or the operator of the Hong Kong Section of the XRL who enter into the MPA or pass through the MPA to other places inside the WKS to perform relevant duties. Except for such matters which are subject to the laws of the HKSAR in accordance with the Co-operation Arrangement, these personnel should comply with Mainland laws and be subject to the supervision of the Mainland authorities in the MPA;



(二) 有關建築物及相關設施的建設、保險和設計、維修養護、消防標準和責任的事項但「內地口岸區」派駐機構專用的設施設備除外；

(b) matters relating to the standards of and liabilities concerning the construction, performance of construction work, insurance and design, repair and maintenance, and fire safety of buildings and relevant facilities (other than the facilities and equipment which are designated solely for the use by the Mainland authorities);



(三) 有關廣深港高鐵香港段營運商及服務供應商的設立、經營、保險、稅務及其香港特區員工僱傭權益和保險的事項；

(c) matters relating to the establishment, operation, insurance and taxation of the operator of the Hong Kong Section of the XRL and service providers, as well as their HKSAR employees' employment-related rights and insurance;



(四) 有關規管及監察廣深港高鐵香港段鐵路系統安全運作的事項；

(d) matters relating to the regulation and monitoring of the operational safety of the railway system of the Hong Kong Section of the XRL;



(五) 受廣深港高鐵香港段營運商與乘客之間訂立的合約所規管的事宜，以及其他在「內地口岸區」由乘客與廣深港高鐵香港段營運商或乘客之間的民事法律關係的事項，當事人另有協議者除外；及

(e) unless otherwise agreed by the parties, matters governed by contracts made between the operator of the Hong Kong Section of the XRL and the passengers, as well as other legal relationships of a civil nature between the operator of the Hong Kong Section of the XRL and the passengers, or between the passengers, inside the MPA; and



(六) 由廣深港高鐵香港段營運商及內地營運商簽訂的《廣深港高鐵運營合作協議》中規定由廣深港高鐵香港段營運商負責的事項。

(f) matters under the responsibility of the operator of the Hong Kong Section of the XRL as provided for in the XRL Operating Co-operation Agreement made between the operator of the Hong Kong Section of the XRL and the operator of the Mainland Section of the XRL.



「內地口岸區」內由內地管轄的事項，適用內地法律，由內地法院行使司法管轄權。而「內地口岸區」內由香港特區管轄的事項，則適用香港特區法律，由香港特區法院行使司法管轄權。

Mainland laws apply to matters in the MPA that are subject to the jurisdiction of the Mainland, and the courts of the Mainland will exercise jurisdiction over such matters. The laws of the HKSAR apply to matters in the MPA that are subject to the jurisdiction of the HKSAR, and the HKSAR courts will exercise jurisdiction over such matters.



內地人員只能依據《合作安排》和內地法律在「內地口岸區」履行職責，並須留在「內地口岸區」執行職務，不進入香港特區境內執法，在香港特區境內沒有執法權。

Mainland personnel can only perform duties in the MPA in accordance with the Co-operation Arrangement and Mainland laws, and must stay within the MPA when performing duties. They cannot enter the territory of the HKSAR to perform duties, and have no law enforcement powers in the territory of the HKSAR.



就內地法律和香港特區法律的適用及管轄權（包括司法管轄權）的劃分，「內地口岸區」將視為香港特區區域範圍之外。由於「內地口岸區」在法律上視為香港特區的區域範圍以外，上述《基本法》第八條、第十八條及第二十二條的規範不適用，因此「一地兩檢」的相關安排並不違反《基本法》。

For the purpose of exercise jurisdiction over the MPA by the Mainland, with respect to the application of laws and delineation of jurisdiction, the MPA will be regarded as outside the territorial boundary of the HKSAR. Since the MPA is legally regarded as outside the territorial boundary of the HKSAR, the stipulations of Article 8, 18 and 22 of the Basic Law mentioned above do not apply, and therefore the co-location arrangement would be no contravention of the Basic Law.



這處理方式與深圳灣口岸「港方口岸區」的模式原則上無異。參看：《深圳灣口岸港方口岸區條例》第5(2)條（香港法例第591章）。

This approach is in principle no different from that adopted in respect of the HKMP in Shenzhen Bay Port context. See section 5(2) of the Shenzhen Bay Port Hong Kong Port Area Ordinance (Cap. 591).



對旅客的出入境監管

Immigration control on travellers

前往香港特區的旅客離開「內地口岸區」前視為處於內地範圍。同樣地，前往內地的旅客進入「內地口岸區」後，即視為處於內地範圍。

Passengers bound for Hong Kong are regarded as being present in the Mainland before they leave the MPA. Similarly, passengers bound for the Mainland will, upon entering the MPA, be regarded as being in the Mainland.



其他事宜 Other matters

為確保西九龍站「內地口岸區」有效運作，雙方將建立聯絡協調與應急處理機制，加強兩地溝通合作事宜。《合作安排》亦會包括磋商及解決爭議的渠道，以及《合作安排》之修改和生效的事宜。

To ensure the effective and efficient operation of the MPA at the WKS, both sides will set up a liaison and coordination mechanism as well as an emergency handling mechanism to enhance communication. The Co-operation Arrangement would include consultation and resolution of disputes, the arrangement for amending the Co-operation Arrangement and its effective date.



第二步：全國人大常委會的決定

Step 2: Decision by the NPCSC



特區政府將繼續與中央有關部門推進高鐵實施一地兩檢的後續工作，包括在香港社會及立法會進行討論後，共同尋求全國人大常委會作出決定，批准及確認《合作安排》。在作出決定時，除同意《合作安排》內的具體方案，全國人大常委會將批准內地相關單位依據《合作安排》到香港特區實施一地兩檢，同時依據《基本法》第二十條授權香港特區落實一地兩檢涉及的相關事宜。

The HKSARG will continue to work with the relevant central authorities to take forward the subsequent tasks in implementing the co-location arrangement for the XRL, including jointly seeking a decision from the NPCSC approving and endorsing the Co-operation Arrangement after public discussions in Hong Kong and discussions at the Legislative Council (“LegCo”). Apart from approving the proposal set out in the Co-operation Arrangement, the NPCSC would approve relevant Mainland authorities to implement the co-location arrangement in Hong Kong, as well as authorise the HKSAR to implement matters in relation to the co-location arrangement in accordance with Article 20 of the Basic Law.

第三步：本地立法

Step 3: Local legislation



特區政府會於全國人大常委會作出決定批准《合作安排》後，向立法會提交本地立法建議，以期於2017-18年立法年度內完成本地立法工作，為廣深港高鐵香港段於2018年第三季通車的目標提供所需的法律基礎。

The HKSARG will introduce a legislative proposal to the LegCo and will aim to complete the domestic legislative exercise in the legislative session of 2017-18, with a view to providing the legal basis for the commissioning of the XRL in the third quarter of 2018 as intended.



西九龍站執法安排

Law enforcement in WKS

西九龍站香港口岸區

WKS HKPA

- 實施「過境限制區管理」，模式猶如羅湖站和紅磡站。
- “Cross-boundary Restricted Area Control” will be imposed, as in Lo Wu Station and Hung Hom Station.
- 通關及所有其他執法工作全面由香港人員負責，與現時其他口岸無異。
- As in all other control points, CIQ and all other law enforcement will be performed by Hong Kong officers.



西九龍站執法安排 (續)

Law enforcement in WKS (cont'd)

西九龍站內地口岸區

WKS MPA

- 由內地人員負責通關及執法，內地法律適用，但指定的民商事除外(例如：勞工、保險及服務合約等，香港法律適用)。
- CIQ and law enforcement will be performed by Mainland officers. Mainland laws are applicable, except designated civil and commercial matters (e.g. labour, insurance, service contracts, etc., to which Hong Kong laws are applicable.)



西九龍站執法安排 (續)

Law enforcement in WKS (cont'd)

西九龍站內地口岸區

WKS MPA

- 內地執法機構不能在「內地口岸區」以外的地方執法，在「內地口岸區」外沒有執法權。
- Law enforcement agencies of the Mainland cannot undertake law enforcement beyond the MPA, nor do they have the power to do so.
- 派駐「內地口岸區」的單位：出入境邊檢、海關、檢驗檢疫、口岸及治安管理局。
- Agencies stationed in the MPA – immigration control, customs, inspection and quarantine, port and security control units.

西九龍站執法安排 (續)

Law enforcement in WKS (cont'd)

西九龍站內地口岸區

WKS MPA

- 乘客在「內地口岸區」範圍內須遵守內地法律。
- Passengers must abide by Mainland laws in the MPA.



西九龍站保安措施

Security measures in WKS

- 多重保安措施保障西九龍站治安及旅客安全：
- Multiple layers of security measures to ensure law and order, and safety of passengers, in WKS -
 - 實施「實名購票制」，確認旅客身份；
 - “Real-name ticket purchase”; travellers’ identities will be confirmed;
 - 旅客行李安全檢查；
 - Security checks on travellers’ luggage;



西九龍站保安措施 (續)

Security measures in WKS (cont'd)

- 多重保安措施保障西九龍站治安及旅客安全 (續)：
- Multiple layers of security measures to ensure law and order, and safety of passengers, in WKS (cont'd) –
 - 實施「過境限制區管理」，只有旅客、車務人員及工作人員才可進入「過境限制區」；及
 - “Cross-boundary Restricted Area Control” will be imposed. Only travellers, railway staff and station staff are allowed to enter the “Cross-boundary Restricted Areas”; and
 - 特區政府執法人員於「香港口岸區」工作；內地派駐單位於「內地口岸區」工作。
 - Law enforcement officers will be deployed to HKPA by the HKSARG; Mainland agencies will be deployed and stationed in the MPA.

西九龍站保安措施 (續)

Security measures in WKS (cont'd)

- 西九龍站的設計將有效確保：
- The design of the WKS will ensure –
 - 離港旅客進入「內地口岸區」前，必須先經過「香港口岸區」完成出境及海關程序，受香港法律管制及保障。之後在「內地口岸區」完成通關手續才可登車；
 - Before entering the MPA, departing travellers must go through immigration and customs clearance procedures in the HKPA as governed and protected by Hong Kong laws. They can board the train only after completing CIQ clearance in the MPA;



西九龍站保安措施 (續)

Security measures in WKS (cont'd)

- 抵港旅客必須先經過「內地口岸區」完成出境及海關程序，才可進入「香港口岸區」，再由入境處及海關人員辦理入境手續後，才可進入香港；及
- Arriving travellers must first complete immigration and customs clearance in the MPA before entering the HKPA. After undergoing clearance by officers of Immigration Department and Customs and Excise Department, they can then enter Hong Kong; and
- 入境層和離境層互不相通，分隔抵港和離港乘客，不會接觸或混雜。
- Arrival and departure levels are completely separated to segregate arriving and departing passengers. They will not mix or come into contact.

西九龍站保安措施 (續)

Security measures in WKS (cont'd)

- 旅客如需協助，可以：
- If assistance is required, a traveller may –

在「香港口岸區」：

In the HKPA,

- 向售票大堂內的警方報案中心求助及向西九龍站巡邏的警員求助；
- approach the Police Report Centre in the ticket hall or any police officers on patrol in the station;



西九龍站保安措施 (續)

Security measures in WKS (cont'd)

- 在出入境檢查過程中向入境處及海關人員求助；及
- approach any officers of the Immigration Department and Customs and Excise Department during the clearance process; and
- 向高鐵職員求助。
- approach any XRL staff.



西九龍站保安措施 (續)

Security measures in WKS (cont'd)

在「內地口岸區」：

In the MPA,

- 向內地派駐單位求助；
- approach the Mainland agencies stationed therein;
- 向高鐵職員求助；及
- approach any XRL staff; and
- 根據車站和車廂內的求助指示求助。
- seek help according to the instructions shown in the station and train compartments.



緊急事故應變

Response to Emergency Incidents

- 成立跨部門「應急救援事宜專責小組」，與內地有關單位合作制訂緊急及救援預案，處理緊急事故，定期演練；建立兩地聯絡員制度。
- An inter-departmental “Task Force on Emergency Response and Rescue Issues” will be established to draw up emergency and rescue plans with relevant Mainland authorities to handle emergency incidents. Regular drills will be conducted. Set up liaison officer system.
- 緊急事故包括：火警、列車故障、乘客急需醫療協助、大型公共衛生事故、恐怖襲擊及危險品或化學品的處理等。
- Emergency incidents include: fire, train failures, urgent medical assistance requested by passengers, large scale public health incidents, terrorist attacks, handling of dangerous or chemical goods, etc.

緊急事故應變 (續)

Response to Emergency Incidents (cont'd)

- 應變機制原則：雙方充分合作，互相協助，以最快及最佳方法處理緊急事故及拯救傷者為大前提。
- Principle of emergency response mechanism – As a fundamental premise, the two sides render full co-operation and mutual assistance to deal with emergency incidents and rescue casualties in the quickest and best way.
- 設立協作聯絡機制，確保日常運作暢順、高效和安全（例如打擊走私，過關高峰期管理）。
- Co-operation and liaison mechanism will be established to ensure that day-to-day operation is smooth, efficient and safe (e.g. in combatting smuggling and managing the peaks of boundary crossing).

提問環節

Q&A Session

