

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 703 – BUILDINGS

Law and Order – Police

241LP – New Territories South Regional Police Headquarters and Operational Base at Tsuen Wan

Members are invited to recommend to Finance Committee the upgrading of **241LP** to Category A at an estimated cost of \$667.5 million in money-of-the-day prices for the construction of a purpose-built regional police headquarters and operational base at Tsuen Wan.

PROBLEM

The New Territories South (NTS) Regional Police Headquarters and its operational units are currently accommodated at various locations in the New Territories. Fragmented command is not conducive to meeting the increasing demand for police services in the region.

PROPOSAL

2. The Director of Architectural Services (D Arch S), with the support of the Secretary for Security, proposes to upgrade **241LP** to Category A at an estimated cost of \$667.5 million in money-of-the-day (MOD) prices for the construction of a purpose-built regional police headquarters (RHQ) and an operational base (OB) at Tsuen Wan to accommodate the NTS RHQ and its operational units.

/PROJECT

PROJECT SCOPE AND NATURE

3. The scope of the project covers the following –
- (a) demolition of part of the existing NTS OB and the adjacent vacated Junior Police Officers' Married Quarters in Tsuen Wan; and
 - (b) construction of a RHQ and an OB of about 19 storeys with a construction floor area (CFA) of 45 560 square metres (m²), comprising of the following facilities –
 - (i) nine floors of office accommodation for NTS RHQ and its operational units including Emergency Unit, Resident Police Tactical Unit Company, Regional Crime Headquarters, Regional Traffic Units and Regional Missing Persons Unit;
 - (ii) six floors of supporting facilities, including dining, changing and operational standby accommodation; and store rooms, equipment rooms, briefing, lecture, conference rooms, kitchen, laundry and dry room, etc.;
 - (iii) one floor for an indoor shooting range; and
 - (iv) three floors of vehicle space for police and visitors.
- 4. A site plan is attached at Enclosure 1. We plan to start the construction works in late 2002 for completion by mid 2005.

JUSTIFICATION

Policing strategy

5. The Police Force has for a long time been organising its command structure on a regional basis. This form of deployment was last reviewed in 1993, when the current five land regions (i.e., Hong Kong Island, Kowloon East, Kowloon West, New Territories North and New Territories South) were established.

6. Similar to other land regions, NTS region is commanded by an Assistant Commissioner and comprises about 4 000 officers. It discharges all front-line constabulary responsibilities within the designated boundaries, and supervises the day-to-day work of a number of police stations. Through various regional formations (see paragraph 7 for details) collectively referred to as the operational units, the RHQ also supports police stations with additional trained manpower in planned or unplanned operations, deals with major incidents and/or natural disasters and directly controls crime and traffic. The Force seeks to co-locate the RHQ and its operational units in a strategic location and under one roof to enable the Regional Commander to discharge his responsibilities more efficiently and cost effectively. The purpose-built complex which accommodates the RHQ and its operational units will be known as the RHQ and OB.

Facilitate command and improve operational effectiveness and efficiency

7. The NTS RHQ is responsible for the overall operations, anti-crime, community relations and administrative matters for the whole region and overseeing local policing at district and divisional level. It consists of the regional core administrative command and various operational units, including the following –

- (a) **Emergency Unit** – it provides rapid response to emergency situations, including 999 calls, and speedy additional presence of uniformed police on the street to combat crime;
- (b) **Resident Police Tactical Unit Company** – it provides a ready reserve to deal with threats to internal security situations and natural disasters, and is deployed on a daily basis to supplement district resources in tackling identified crime black spots;
- (c) **Regional Crime Headquarters** – it includes the Regional Crime Units which investigate serious and inter-district crimes, and collect, collate and evaluate intelligence on criminals and criminal activities within the Region; and the Regional Crime Prevention Office which provides security advice to the public and incorporates the Juvenile Protection Section;
- (d) **Regional Traffic Units** – they are responsible for traffic control, enforcement of traffic legislation and regulations, investigating traffic accidents, promoting road safety and implementing traffic policies; and
- (e) **Regional Missing Persons Unit** – they are responsible for investigating and locating persons who have been reported missing within the region.

The NTS RHQ and its Regional Crime Units have since 1993 been located within the

Ma On Shan Divisional Police Station, whilst the remaining operational units are scattered in police premises in Siu Lek Yuen, Tsuen Wan and Tsing Yi. A plan showing the current locations of NTS RHQ and its operational units is at Enclosure 2.

8. Fragmented command is not conducive to efficient co-ordination and deployment of resources. The problem is particularly obvious in the event of major incident. For example, in policing the dispute between the Mid-stream Operators and truck drivers at Kwai Chung Container Port in late 2000 and mid 2001, there were considerable difficulties in gathering formation commanders for meeting to review the situation and give directions. Co-locating the operational units of the NTS RHQ in one single base would enable the Regional Commander to have immediate access to his RHQ Formation Commanders for briefings and consultation. It would also enable representatives of RHQ formations (including the traffic operations room which is currently based at Tsuen Wan) to activate the regional operations room to co-ordinate responses to public order events, major crimes, serious traffic congestion and natural or man-made disasters in a timely manner.

Improve communication and better resource management

9. Under the existing (fragmented) set-up, key operational personnel have to spend considerable travelling time to meet with the Regional Commander and his core staff for day-to-day management and tasking conferences. This is not desirable from the resource management point of view.

10. During internal security situations or other major incidents, the RHQ with the support of its operational units will assume overall command and provide support and resources. The Regional Commander has to communicate with his key operational personnel for rapid multi-unit response and deployment in a timely and effective manner. It is essential to co-locate the NTS RHQ and its operational units in one complex in a strategic location within the region¹ to enhance its co-ordination and

/response

response capabilities, which are of paramount importance during emergency situations. Enclosure 3 shows a comparison of travelling times from the present and proposed NTS RHQs to key locations and Police District Headquarters within NTS Region.

Distribution of operational commitments by geographical areas

¹ A part of the NTS Traffic Units (that part relating to Sha Tin Traffic Zone) will not be co-located as it is operationally more desirable to locate them in Sha Tin area.

11. At present, 60 – 70% of the work of the operational units of the NTS RHQ relate to the Districts west of the Shing Mun Tunnel². The bulk of that is currently attributable to Kwai Tsing and Tsuen Wan Districts. This further illustrates the present inadequate location of the RHQ at Ma On Shan. The present important facilities in the region, including the Hong Kong International Airport, Kwai Chung Container Port, Tsing Yi Island (South) Potentially Hazardous Installations and Tsing Ma Bridge Control Centre are also situated in areas to the west of Shing Mun Tunnel, relatively away from the NTS RHQ at Ma On Shan. For details of the distribution of workload of different regional operational units by geographical areas, please refer to Enclosure 4 and related appendices.

Enhance response capabilities in case of major incidents in the Hong Kong International Airport

12. The current location of the NTS RHQ in Ma On Shan is some 45 km away from the Hong Kong International Airport (HKIA). The initial response time from the NTS RHQ and its Regional Crime Units to incidents at HKIA can take up to one hour. This is not desirable especially during significant incidents which require immediate regional command and operational support to contain the situation. The crash of a China Airlines aircraft on 22 August 1999 and a criminal hostage taking incident on 31 July 2000 are cases in point.

13. The day-to-day policing of HKIA rests with the Airport District. However, in the event of major incidents occurring at HKIA, such as terrorist incidents at HKIA, aircraft accidents, a full emergency landing, serious crimes, visits to Hong Kong of Internationally Protected Persons (IPPs) via HKIA, and crowd or traffic management during or after typhoons, or on other occasions when air traffic is

/disrupted

disrupted, the Regional Commander of NTS RHQ will assume the role of Incident Commander and establish his command post at the Incident Control Centre (ICC) at Airport Police Station. Apart from police formations, the ICC has representatives from the Airport Authority and the Civil Aviation Department. The ICC is also in close contact with Aviation Security Company and the airlines. It has secure communication facilities and video coverage of the incident site. Prompt arrival at the ICC by the Regional Commander and his staff is essential to ensure that incidents are contained and managed effectively. Relocating the RHQ and its Regional Crime Headquarters to Tsuen Wan would shorten the response time by about 20 minutes, which is significant. The first half hour is usually very critical to the successful containment of a situation or investigation of a crime.

² The Shing Mun Tunnel currently provides the only direct link between Sha Tin (where the current NTS RHQ is located) and the rest of the Region. In the event of the Tunnel being closed, alternative indirect routes via Tai Po Road and Lion Rock Tunnel would need to be used to maintain road links within the region.

14. The type of support provided by RHQ and its operational units varies depending on the nature of the incident, but for example in the event of an aircraft accident, is summarised at Enclosure 5.

Cope with future policing requirements and operational need

15. Since 1993, the policing area of NTS region has increased from 141 kilometres (km²) to the current 297 km² and the population in the Region has also increased from 1.22 million in 1993 to 1.38 million in 2001 because of the transfer of Lantau district from the Marine region to the NTS region in April 1996 and the Airport district from the Kowloon East region to the NTS region in September 1997 (the population is projected to further increase to 1.60 million by 2010). This has resulted in an ever-increasing demand for policing services within the region. The disciplined staff establishment of the NTS RHQ has recorded an increase of 34% since its formation, i.e., from 814 posts in 1993 to 1,091 posts in 2001. The present accommodation arrangements are therefore insufficient and inefficient to cater for the region's policing needs and the overall increase in the staff establishment. Enclosure 6, with a series of photographs, illustrates the overcrowded situation in the present accommodation, affecting both the officers and members of public using police service. The proposed RHQ and OB would provide the necessary improvement to the different operational and supporting units as summarised at Enclosure 7.

16. In the next few years there will be major developments (summarised at Enclosure 8) on both Lantau and Ma Wan Island. In order to meet the increase in policing requirements, the location of the NTS RHQ is of strategic importance; in terms of travelling time and distance for the deployment of police personnel to major policing areas in the region. The proposed site at Tsuen Wan is strategically located in /the the centre of the NTS region with well-developed infrastructural arrangements. Upon its completion, the new complex will be very well placed to ensure efficient response to emergencies and major incidents, especially to the Airport and the major tourism development areas on Lantau Island.

17. In addition, the proposed project will provide some of the much-needed facilities which are in shortfall, including an additional conventional indoor shooting range with eight associated mini ranges to cater for standard firearms training. The new facilities will obviate the need for officers in the NTS Region to travel to the ranges in NT North and Kowloon East for firearms training. The complex will also facilitate the use of modern technology and will therefore further improve operational efficiency. The design of the building will be in keeping with modern energy efficiency and conservation standards. Operationally, it will be operated under a high

degree of security, with appropriate entrances and exits for day-to-day and emergency purposes and adequate space for parking and front-line maintenance of a large fleet of operational vehicles. There will also be additional space to assemble vehicles and personnel in an internal security situation and self-contained logistical support, including emergency electricity supply and vehicle fueling facilities, both for day-to-day situations and in the event of untoward incidents.

Enhance quality of service to the public

18. The proposed RHQ will be situated in a convenient location well-supported by public transport. It will be readily accessible to Tai Wo Hau MTR Station and close to public light bus and bus routes. This will facilitate the interface with members of the public who need to visit RHQ Formations, including –

- (a) victims and witnesses visiting Regional Crime Units to give statements, collect property or take part in identification parades;
- (b) members of the legal profession accompanying or visiting suspects (for example for identification parades);
- (c) persons who have been reported missing, their relatives and friends, attending the Regional Missing Persons Unit to give statements;
- (d) persons visiting the Regional Crime Prevention Office for crime prevention seminars, or to view security equipment; and
- (e) members of the public visiting the Accident Investigation Division of Traffic NTS (which is already situated in Tsuen Wan).

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19. Formations which would provide more convenience and enhanced quality of service to the public from the proposed central location are summarised at Enclosure 9.

20. In addition, in the proposed complex we will improve the police-public interface areas such as the traffic report room and crime enquiry offices through better design and facilities to enhance quality of service to the public.

Better utilisation of existing sites and other resources

21. We will construct the proposed new complex on the existing site of the NTS OB and the adjacent vacated Junior Police Officers' Married Quarters at Tsuen Wan. The NTS OB consists of three low-rise buildings, accommodating the Emergency Unit and some of the Regional Traffic Units of the NTS region at present

was constructed in 1958. The site of about 13 000 m² is under-utilised and the buildings are in dilapidated conditions. To maximise the site utilisation, we propose to build the new complex on approximately 6 600 m² of the existing site. On completion of the proposed NTS RHQ and OB, we will relinquish the remaining site area of approximately 6 400 m² for the construction of a primary school. We will also relinquish the site of the former Sha Tin Police Station at Tung Lo Wan Hill Road (1 700 m²), which now houses the Regional Continuation Training Centre and will be reprovisioned to Tsuen Wan Divisional Police Station in mid 2002.

22. In addition to relinquishing the two sites mentioned above, the project can free up some of the existing accommodation taken up by the NTS RHQ and its operational units in other police premises. Despite their scattered locations, the freed-up accommodation will be utilised to address operational needs, ease overcrowding, cater for short-term accommodation requirements and future developments as no expansion factor has been included in the future NTS RHQ and OB.

23. Another advantage of the proposed RHQ and OB is that it would house all NTS HQ units in the same building³ and this would produce savings in terms of travelling time, fuel expenses, manpower, and enjoy economies of scale.

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FINANCIAL IMPLICATIONS

24. We estimate the total capital cost of the project to be \$667.5 million in MOD prices (see paragraph 26 below), made up as follows –

	\$ million
(a) Site works	6.6
(b) Demolition	2.5
(c) Piling	37.0
(d) Building	323.7
(e) Building services	221.1
(f) Drainage and external	11.5

³ A part of the NTS Traffic Units (that part relating to Sha Tin Traffic Zone) will not be co-located as it is operationally more desirable to locate them in Sha Tin area.

	\$ million	
works		
(g) Furniture and equipment ⁴	16.0	
(h) Contingencies	60.2	
	<hr/>	
Sub-total	678.6	(in September 2001 prices)
(i) Provision for price adjustment	(11.1)	
	<hr/>	
Total	667.5	(in MOD prices)
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⁴ Calculation of the estimated cost for furniture and equipment is based on an indicative list of items required, including office furniture, forensic pathologist medical equipment, audio-visual equipment for conference room, briefing room, operation room, video interview room, one-way viewer identification parade suite, communications and telephone systems, etc.

25. The CFA of **241LP** is 45 560 m². The construction unit cost, represented by building and building services costs, is \$11,956 per m² of CFA in September 2001 prices. The construction unit cost is comparable to that for other design and build office projects built by the Government.

26. Subject to approval, we will phase the expenditure as follows –

Year	\$ million (Sept 2001)	Price adjustment factor	\$ million (MOD)
2002 – 2003	1.6	0.98625	1.6
2003 – 2004	72.0	0.98378	70.8
2004 – 2005	182.0	0.98378	179.0
2005 – 2006	270.0	0.98378	265.6
2006 – 2007	126.0	0.98378	123.9
2007 – 2008	27.0	0.98378	26.6
	678.6		667.5

27. We have derived the MOD estimates on the basis of the Government's latest forecast of trend labour and construction prices for the period 2002 to 2008. We will tender the project as a design-and-build contract. We intend to award the contract on a fixed-price lump-sum basis because we can clearly define the scope of works in advance, leaving little room for uncertainty. The contract will provide for price adjustments because the contract period will exceed 21 months.

28. The project will give rise to a slight increase in operating costs. However, the proposed relocation and consolidation of accommodation will improve overall operational efficiency. We estimate that it will be possible to delete 8 supporting posts at a saving of \$1.0 million per annum and to release two drivers for redeployment at an estimated notional saving of \$0.5 million. The provision of a

/firing

firing range will also reduce commuting time incurred by officers even though these benefits cannot be easily quantified. On the whole, the Police Force will absorb the

net increase in operating costs from within their existing resources. There will not be any additional recurrent financial implications for Government.

PUBLIC CONSULTATION

29. We issued an information paper on the proposed development to the Tsuen Wan District Council in August 2001. Members of the District Council noted the development proposal and did not raise any objection.

30. We consulted the Legislative Council Panel on Security on 17 January 2002. A site visit by Panel Members was conducted on 28 February to the existing NTS RHQ and NTS OB. We also provided supplementary information on the project and consulted the Panel again on 7 March 2002. At the Security Panel meeting in March, most Members supported the project. The Chairman supported the project in principle, but opined that it could be deferred given the current economic climate. Most Members agreed that the project should be put forward to PWSC for discussion.

ENVIRONMENTAL IMPLICATIONS

31. The Director of Architectural Services completed a Preliminary Environmental Review (PER) in February 1999 and concluded that the project would have no long-term environmental impact. The Director of Environmental Protection (DEP) vetted the PER and agreed that an Environmental Impact Assessment would not be necessary. During demolition and construction periods, we will control noise, dust and site run-off to within established standards and guidelines. We will implement the mitigation measures as recommended in the PER Report and as required by DEP. Key measures include the use of silencers, mufflers, acoustic lining or shields for noisy construction activities, frequent cleansing and watering of the site, the provision of wheel-washing facilities and sedimentation of drainage before discharge. We completed a preliminary asbestos survey and identified some very minor asbestos present on site which can be handled through due care in the demolition process. In addition, we have also required our contractor to implement further precautionary measures related to the handling and disposal of asbestos, if additional asbestos is encountered. There is a disused underground fuel tank on site and in view of possible land contamination, we have required our contractor to identify and implement measures to limit the potential effects of contaminated soil, if any.

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32. At the planning and design stages, D Arch S has considered measures to reduce the generation of construction and demolition (C&D) materials, such as requiring the contractor to use more prefabricated building elements in project designs to reduce temporary formwork and construction waste. D Arch S will also require the contractor to submit a waste management plan (WMP) for approval. The WMP will include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. D Arch S will ensure that the day-to-day operations on site comply with the approved WMP. D Arch S will control the disposal of public fill and C&D waste to designated public filling facilities and landfills respectively through a trip-ticket system and will record the disposal, reuse and recycling of C&D materials for monitoring purposes. We estimate that the project will generate about 35 000 cubic metres (m³) of C&D materials. Of these, we will reuse about 2 500 m³ (7.1%) on site, 23 500 m³ (67.2%) as fill in public filling areas⁵ and dispose of 9 000 m³ (25.7%) at landfills. The notional cost of accommodating C&D waste at landfill sites is estimated to be \$1.125 million for this project (based on a notional unit cost⁶ of \$125/m³).

LAND ACQUISITION

33. The project does not require land acquisition.

BACKGROUND INFORMATION

34. We upgraded **241LP** to Category B in September 2000. We engaged a consultant to complete a Preliminary Environmental Review (PER) for the project in February 1999 at a cost of \$61,000, employed term contractors to carry out a detailed ground investigation at a cost of \$505,000, and appointed a consultant to carry out an

/asbestos

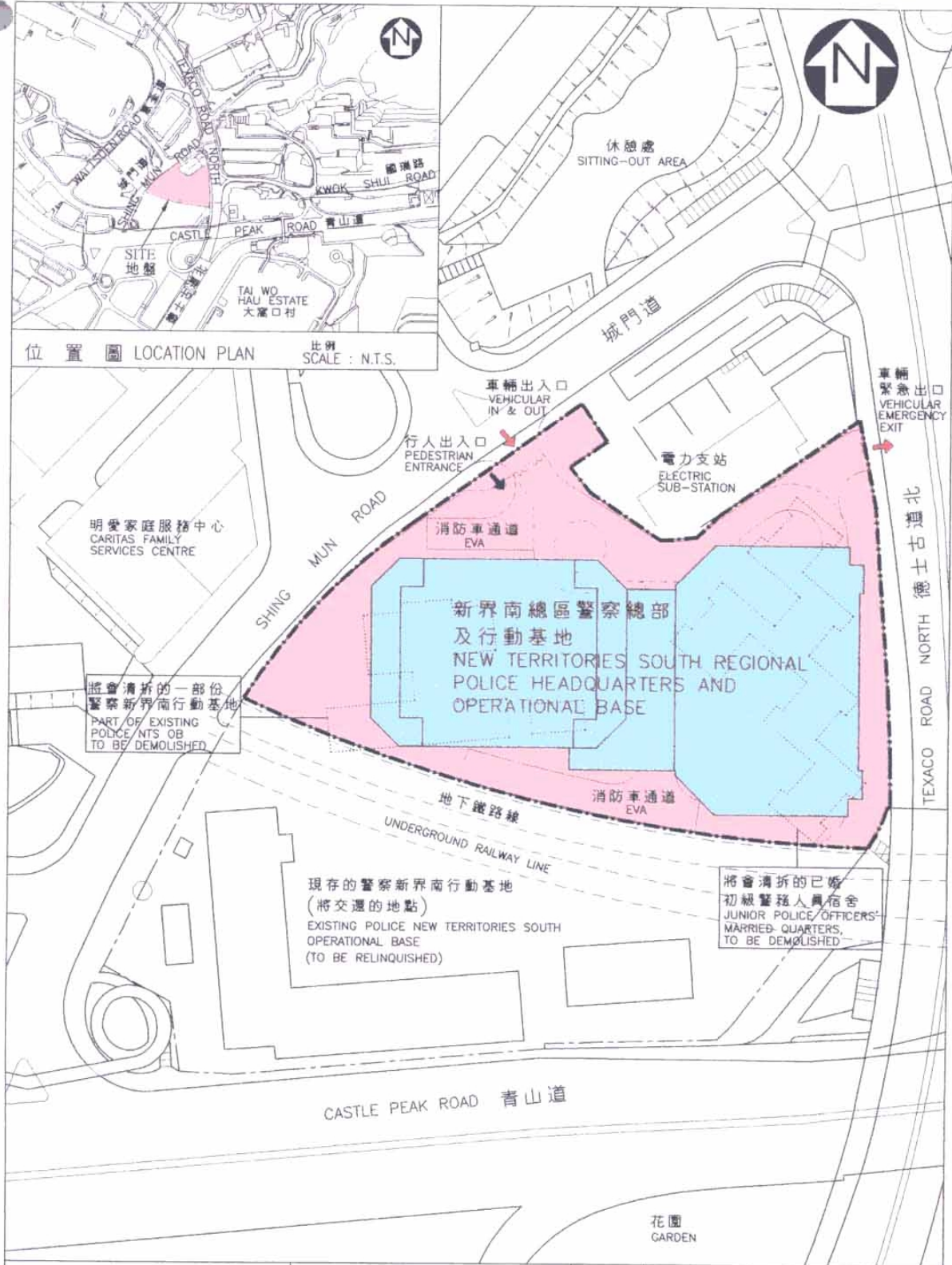
⁵ A public filling area is a designated part of a development project that accepts public fill for reclamation purposes. Disposal of public fill in a public filling area requires a licence issued by the Director of Civil Engineering.

⁶ This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per m³), nor the cost to provide new landfills (which are likely to be more expensive) when the existing ones are filled. The notional cost estimate is for reference only and does not form part of this project estimate.

asbestos survey at a cost of \$8,200. We charged these amounts to block allocation **Subhead 3100GX** "Project feasibility studies, minor investigations and consultants' fees for items in Category D of the Public Works Programme". We completed the detailed ground investigation and asbestos survey in August 2001 and July 2001 respectively.

35. We estimate that the project will create some 565 jobs comprising 35 professional/technical staff and 530 labourers, totalling 13 300 man-months.

Security Bureau
April 2002




位置圖 LOCATION PLAN 比例 SCALE: N.T.S.

明愛家庭服務中心
CARITAS FAMILY SERVICES CENTRE

將會清拆的一部份
警察新界南行動基地
PART OF EXISTING
POLICE/NTS OB
TO BE DEMOLISHED

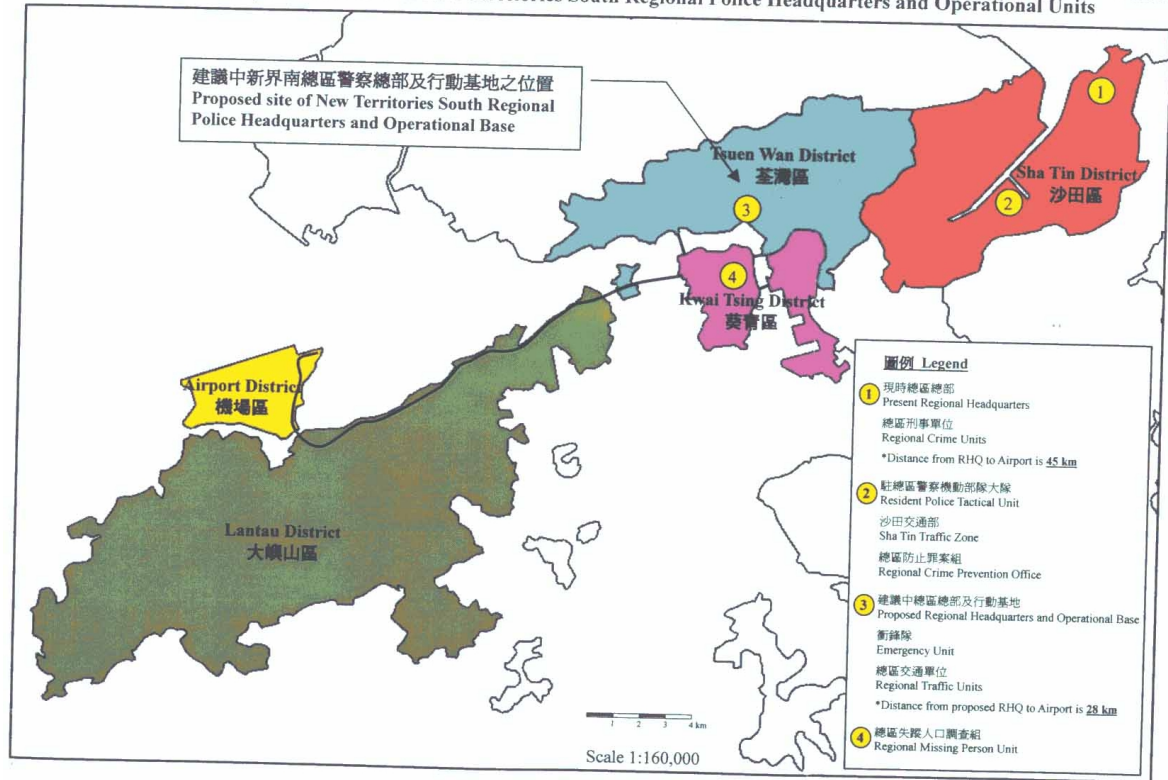
現存的警察新界南行動基地
(將交還的地點)
EXISTING POLICE NEW TERRITORIES SOUTH
OPERATIONAL BASE
(TO BE RELINQUISHED)

將會清拆的已婚
初級警務人員宿舍
JUNIOR POLICE/OFFICERS'
MARRIED QUARTERS,
TO BE DEMOLISHED

Project Title (241LP) 在荃灣興建新界南總區 警察總部及行動基地 NEW TERRITORIES SOUTH REGIONAL POLICE HEADQUARTERS AND OPERATIONAL BASE AT TSUEN WAN	drawn by C.W. LEE	date 11/2001	drawing no. AB/6170/XA001	scale 1:1000
	approved K.C. TAM	date 11/2001	 ARCHITECTURAL SERVICES DEPARTMENT	
	office ARCHITECTURAL BRANCH			

現時及建議中新界南總區警察總部及行動單位之分佈位置
 Current and Proposed Locations of New Territories South Regional Police Headquarters and Operational Units

附錄二
 Enclosure 2



Travelling Times to Key Locations in NTS Region

<i>To</i> \ <i>From</i>	Present RHQ (Travelling Time in Minutes)	Proposed RHQ (Travelling Time in Minutes)	Change in Travelling Time in Minutes (in Percentage)
Shek Pik Prison Lantau South	80	60	-20 (-25%)
Hong Kong International Airport	45	25	-20 (-44.4%)
Lantau District HQ	42	22	-20 (-47.6%)
Disneyland	35	15	-20 (-57.1%)
Ma Wan	31	11	-20 (-64.5%)
Tsing Ma Bridge Control Centre	25	5	-20 (-80%)
Tsing Yi Island (South) Potentially Hazardous Installations	36	16	-20 (-55.6%)
Kwai Chung Container Port	31	11	-20 (-64.5%)
Tsuen Wan District HQ	25	5	-20 (-80%)
Kwai Tsing District HQ	25	10	-15 (-60%)

Sha Tin District HQ	10	15	+5 (+50%)
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**Distribution of Operational Commitments by
Geographical Areas in NTS Region**

The operational commitments, by geographical areas in NTS region, of the NTS operational units include –

(a) Emergency Unit NTS

Enclosure 4 (Appendix A) illustrates a breakdown of the workload of the Emergency Unit NTS by district. In 2001, approximately two thirds of Emergency Unit tasking occurred in Tsuen Wan, Kwai Tsing and Lantau districts.

(b) Resident Police Tactical Unit Company (PTU)

Enclosure 4 (Appendix B) gives a breakdown of PTU deployment by district. It shows that in 2001, 630 of 930 deployments (67.7%) took place in districts on the western side of the Shing Mun Tunnel.

(c) Regional Crime Units

The workload of the Regional Crime Units during the past 5 years is illustrated at Enclosure 4 (Appendix C). It can be seen that during this period, 62.8% of the cases investigated occurred in districts on the western side of the Shing Mun Tunnel. Surveys have also indicated that 60% to 70% of scene investigations and local and follow-up enquiries took place in Tsuen Wan and Kwai Tsing districts.

In addition, Regional Crime Units frequently mount proactive operations to counter criminal activities within the Region. Enclosure 4 (Appendix D) shows that 71.9% of such operations conducted in 2001 took place in districts to the west of the Shing Mun Tunnel.

(d) Regional Missing Persons Unit NTS (RMPU NTS)

RMPU NTS is currently located in Tsing Yi Divisional Police Station. Enclosure 4 (Appendix E) shows that approximately 60% of cases dealt with by the unit emanated from districts on the western side of the Shing Mun Tunnel.

(e) Regional Traffic Units

The majority of traffic accidents occurring in NTS region during 2001 happened in areas to the west of the Shing Mun Tunnel. Enclosure 4 (Appendix F) shows that on average 62.4% of accidents occurred in these areas. In addition, NTS region has 81 km of expressway of which 70% is in the southwest of the region and only 30% in Sha Tin district. This includes the critical Lantau Link, providing the only land link to Hong Kong International Airport.

Other major transport facilities are also situated on the western side of the region, such as the MTR network connecting Tsuen Wan, Tai Wo Hau, Kwai Chung and Kwai Fong, the Tsing Ma and the Ting Kau Bridges, the West Rail and the ferry terminals.

Workload of Emergency Unit NTS (1997 – 2001)

Year	Workload	Kwai Tsing District	Tsuen Wan District	Lantau District	Sha Tin District	Total
1997	999 Calls Responded To	2236 (30.8%)	2666 (36.8%)	2 (0.1%)	2345 (32.3%)	7249
	Crime Arrests	219 (23.5%)	402 (43.2%)	0 (0%)	310 (33.3%)	931
	Miscellaneous Arrests	Not Available	Not Available	Not Available	Not Available	600
1998	999 Calls Responded To	2080 (28.9%)	2627 (36.6%)	4 (0.1%)	2474 (34.4%)	7185
	Crime Arrests	159 (23.1%)	269 (39.1%)	0 (0%)	260 (37.8%)	688
	Miscellaneous Arrests	Not Available	Not Available	Not Available	Not Available	855
1999	999 Calls Responded To	2050 (27.5%)	2879 (38.5%)	7 (0.1%)	2536 (33.9%)	7472
	Crime Arrests	201 (24.6%)	336 (41.2%)	0 (0%)	279 (34.2%)	816
	Miscellaneous Arrests	227 (23.6%)	458 (47.5%)	1 (0.1%)	278 (28.8%)	964
2000	999 Calls Responded To	1925 (28.5%)	2441 (36.1%)	10 (0.1%)	2379 (35.2%)	6755
	Crime Arrests	231 (30.2%)	263 (34.4%)	0 (0%)	270 (35.4%)	764
	Miscellaneous Arrests	197 (20.3%)	483 (49.7%)	292 (30.0%)	0 (0%)	972

Year	Workload	Kwai Tsing District	Tsuen Wan District	Lantau District	Sha Tin District	Total
2001	999 Calls Responded To	2119 (29.1%)	2441 (33.6%)	3 (0.1%)	2702 (37.2%)	7265
	Crime Arrests	209 (25.5%)	263 (32.1%)	0 (0%)	348 (42.4%)	820
	Miscellaneous Arrests	220 (21.6%)	483 (47.3%)	0 (0%)	317 (31.1%)	1020

PTU NTS Deployment by Platoon Shift (1997 – 2001)

Year	Kwai Tsing District	Tsuen Wan District	Lantau District	Airport District	Sha Tin District	Total
1997	340 (33.4%)	312 (30.6%)	69 (6.8%)	0 (0%)	298 (29.2%)	1019
1998	216 (29.3%)	211 (28.6%)	26 (3.6%)	73 (9.9%)	211 (28.6%)	737
1999	269 (30.2%)	282 (31.7%)	31 (3.5%)	12 (1.3%)	296 (33.3%)	890
2000	264 (28.5%)	336 (36.2%)	17 (1.8%)	10 (1.1%)	300 (32.4%)	927
2001	290 (31.2%)	318 (34.2%)	16 (1.7%)	6 (0.6%)	300 (32.3%)	930

Breakdown of Cases Taken Over by Regional Crime Units NTS (1997 – 2001)

Year	Kwai Tsing/ <i>Tsuen Wan Districts</i>	Lantau/ Airport Districts	Sha Tin District	Total
1997	19	9	8	36
1998	16	9	21	46
1999	22	5	16	43
2000	27	1	14	42
2001	18	4	18	40
Total	102 (49.3%)	28 (13.5%)	77 (37.2%)	207

**Breakdown of Operations Conducted by
Regional Crime Units NTS (1999 – 2001)**

	Operation	Kwai Tsing/ Tsuen Wan District	Lantau/ Airport Districts	Sha Tin District	Total
1999	Covert	9 (33.3%)	6 (22.2%)	12 (44.4%)	27
	Anti-Crime	30 (68.2%)	0 (0%)	14 (31.8%)	44
	Total	39 (54.9%)	6 (8.5%)	26 (36.6%)	71
2000	Covert	14 (35.9%)	11 (28.2%)	14 (35.9%)	39
	Anti-Crime	31 (83.8%)	0 (0%)	6 (16.2%)	37
	Total	45 (59.2%)	11 (14.5%)	20 (26.3%)	76
2001	Covert	7 (63.6%)	1 (9.1%)	3 (27.3%)	11
	Anti-Crime	10 (47.6%)	5 (23.8%)	6 (28.6%)	21
	Total	17 (53.1%)	6 (18.8%)	9 (28.1%)	32

Missing Person Reports Received by RMPU NTS (1997 –2001)

Year	Kwai Tsing District	Tsuen Wan District	Lantau District	Airport District	Sha Tin District	Total
1997	445 (32.4%)	349 (25.4%)	19 (1.4%)	N/A	560 (40.8%)	1373
1998	459 (29.4%)	419 (26.8%)	34 (2.2%)	N/A	649 (41.6%)	1561
1999	473 (30.2%)	386 (24.7%)	33 (2.1%)	2 (0.1%)	672 (42.9%)	1566
2000	563 (33.6%)	387 (23.1%)	33 (2.0%)	0	693 (41.3%)	1676
2001	557 (31.2%)	513 (28.7%)	45 (2.5%)	3 (0.2%)	667 (37.4%)	1785

Traffic Accident Statistics NTS Region (1997 - 2001)

Year	Kwai Tsing District	Tsuen Wan District	Lantau District	Airport District	Sha Tin District	Total
1997	1344 (25.1%)	1998 (37.2%)	111 (2.1%)	-	1911 (35.6%)	5364
1998	1325 (28.0%)	1640 (34.6%)	211 (4.4%)	147 (3.1%)	1415 (29.9%)	4738
1999	1422 (23.7%)	1930 (32.2%)	174 (2.9%)	184 (3.1%)	2283 (38.1%)	5993
2000	1614 (25.3%)	2075 (32.5%)	186 (2.9%)	210 (3.3%)	2291 (36.0%)	6376
2001	1684 (25.8%)	1994 (30.6%)	206 (3.1%)	187 (2.9%)	2448 (37.6%)	6519

**Role of NTS RHQ and Operational Units in
Police Response to an Aircraft Incident**

In the event of an aircraft accident, the key role of the NTS RHQ and its operational units will include the following –

(a) Command

The Regional Commander as Incident Commander will proceed immediately to the ICC. Six other officers from RHQ between the rank of Senior Superintendent and Chief Inspector also play important roles in the ICC and will have to proceed to the ICC. These are –

- | | |
|---|---|
| Senior Superintendent Operations NTS | – ICC Controller |
| Superintendent Operations NTS | – ICC Assistant
Controller |
| Chief Inspector Operations NTS | – ICC Watch Keeper |
| Senior Superintendent Administration
NTS | – Regional Administrative
Group (Logistics and
Support) |
| Superintendent Administration NTS | |
| Training and Staff Relations Officer
NTS | |

(b) Emergency Unit

The Emergency Unit Platoon on duty will immediately reform and proceed to HKIA to provide immediate operational support to Airport district, by establishing cordons, manning and guarding gatehouses, and performing crowd management.

(c) Police Tactical Unit

Available Platoons of the resident NTS PTU Company will immediately reform and proceed to HKIA. They will assist by establishing cordons, manning and guarding gatehouses, and crowd management.

(d) Traffic New Territories South

Traffic Units will be deployed to the area of HKIA, the North Lantau Highway and the strategic road network leading to Lantau Island to control traffic, and to ensure that major roads are kept clear for emergency vehicles.

(e) Regional Crime Headquarters

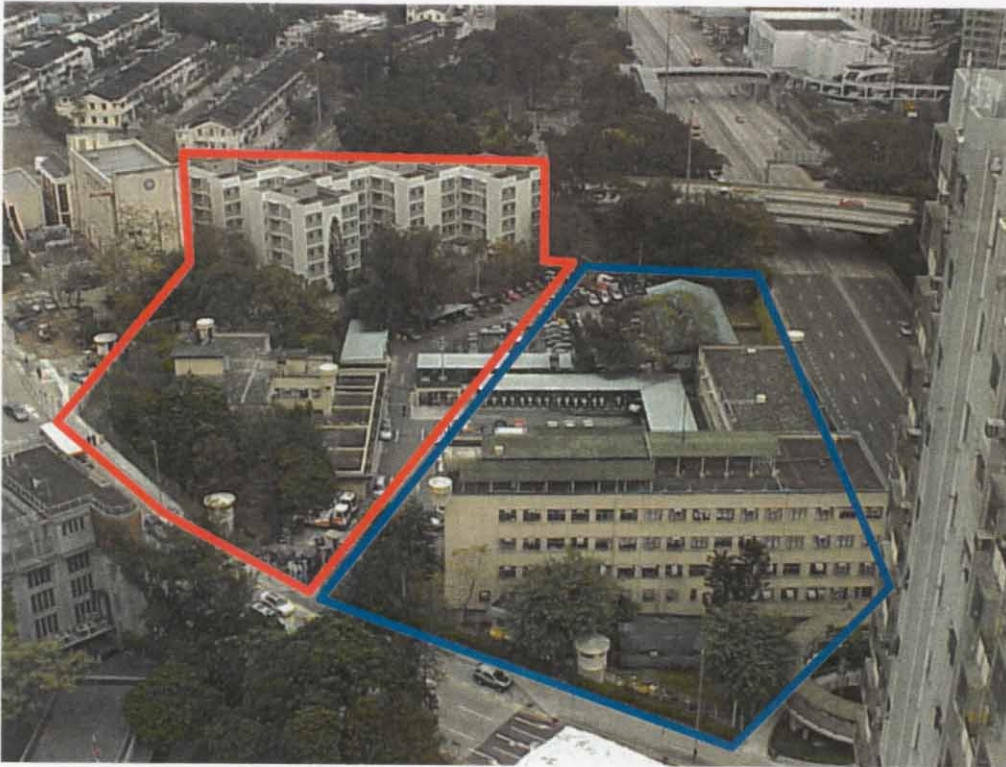
The Senior Superintendent Crime NTS will be nominated as the "Incident Investigation Officer" and will proceed to HKIA to supervise the investigation. In this task, he will be assisted by the Regional Crime Unit NTS. The Regional Intelligence Unit NTS will proceed to the Survivors' Reception Centre at the Passenger Terminal Building to interview and document survivors. It is important that the "Incident Investigation Officer" should arrive at the scene as quickly as possible to establish liaison with the Airport Authority, and the Accident Inspector appointed by the Director of Civil Aviation, to ascertain whether any criminal or terrorist acts may have been the cause of the crash.

顯示現時環境過於擠迫的相片


現夾附相片數幀供委員參考。相片一顯示建議中新界南總區警察總部及行動基地的選址，以及將會交還的地方。相片二至九顯示現時新界南總區行動單位辦公地方過於擠迫的例子。


**Photographs Illustrating the Overcrowded Situation
In the Present Accommodation**

Some photographs are enclosed for Members' information. Photograph 1 depicts the proposed site for the New Territories South Regional Police Headquarters and Operational Base and the site to be relinquished. Photographs 2 - 9 illustrates existing shortfalls in accommodation.



Legend 圖例

-  Proposed site for New Territories South Regional Police Headquarters and Operational Base (approximately 6,600 m²)
建議中新界南總區警察總部及行動基地(約 6,600 平方米)

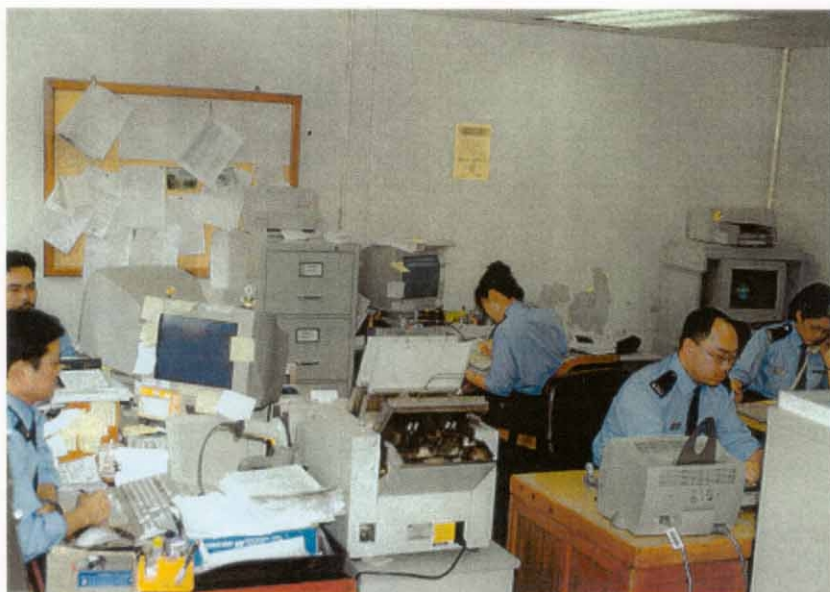
-  Site to be relinquished (approximately 6,400 m²)
將會交還的地方(約 6,400 平方米)



- A typical Regional Crime Unit office at Ma On Shan Police Station. Measuring 36 m², shared by 12 officers, hence a shortfall of 14.6 m² (-28.8%).
- Due to shortage of interview facilities in the present complex, members of the public including victims and witnesses are interviewed, to give statements and assist crime investigations in overcrowded offices.
- The proposed Regional Headquarters and Operational Base will not only improve the working environment for staff but also provide better interview facilities and police public interface area for the general public.
- 一間典型的總區重案組辦公室，位於馬鞍山警署，面積 36 平方米，由 12 名警務人員共用，較標準面積少 14.6 平方米 (-28.8%)。
- 由於現時缺乏足夠的會面設施，有關人員須在擠迫的辦公室內接見包括錄取口供及協助調查的市民。
- 建議中的總區總部及行動基地不單改善員工的工作環境，也能提供較佳的會面設施及警方接待市民的地方。



- **The Traffic Accident Investigation Duty Room at NTS Operational Base, Tsuen Wan. Measuring 44 m², shared by 19 officers, hence a shortfall of 33.9 m² (-43.5%). Victims, witnesses and traffic offenders are interviewed therein.**
- **The new complex would considerably enhance the working environment and benefit both traffic officers and members of the public attending the offices of the Division.**
- **交通意外調查組的當值室，位於荃灣新界南行動基地，面積44平方米，由19位警務人員共用，較標準面積少33.9平方米(-43.5%)。有關人員在此接見交通意外的受害者、證人及交通違例人士。**
- **新大樓將大大改善有關工作環境，對員工及市民均帶來好處。**

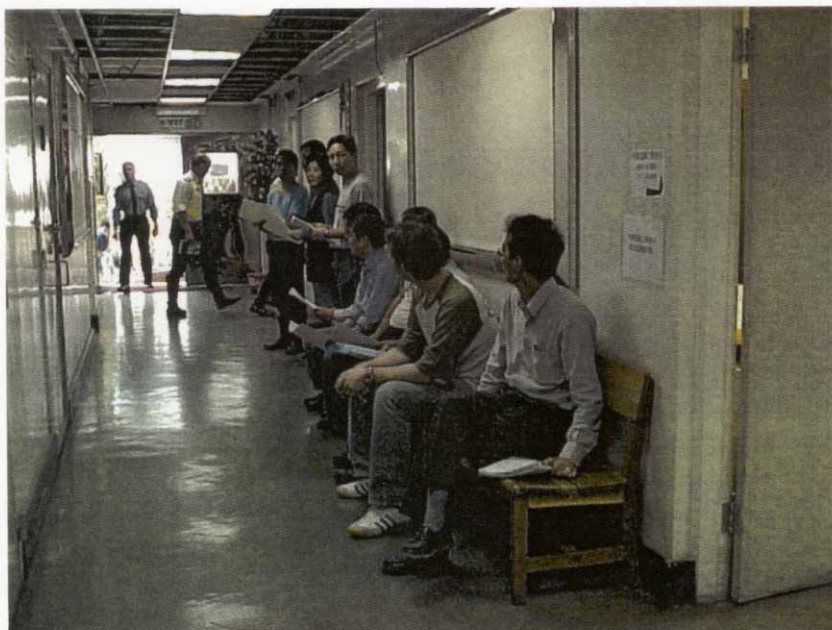


- The miscellaneous Traffic investigation team office in NTS Operational Base deals with traffic-related complaints made by members of the public and other traffic offences such as speeding, etc. Measuring 28 m², shared by 10 officers, hence a shortfall of 13 m² (-31.7%). Interviews with complainants, witnesses and traffic offenders are undertaken therein.
- The new complex would considerably enhance the working environment and benefit both traffic officers and members of the public attending the offices of the Division.
- 雜項交通調查隊之辦公室，位於新界南行動基地，處理市民作出與交通有關的投訴，及其他交通違例事項如超速等。面積 28 平方米，由 10 名警務人員共用，較標準面積少 13 平方米(-31.7%)。有關人員在此接見投訴人、證人及交通違例人士。
- 新大樓將大大改善有關工作環境，對員工及市民均帶來好處。



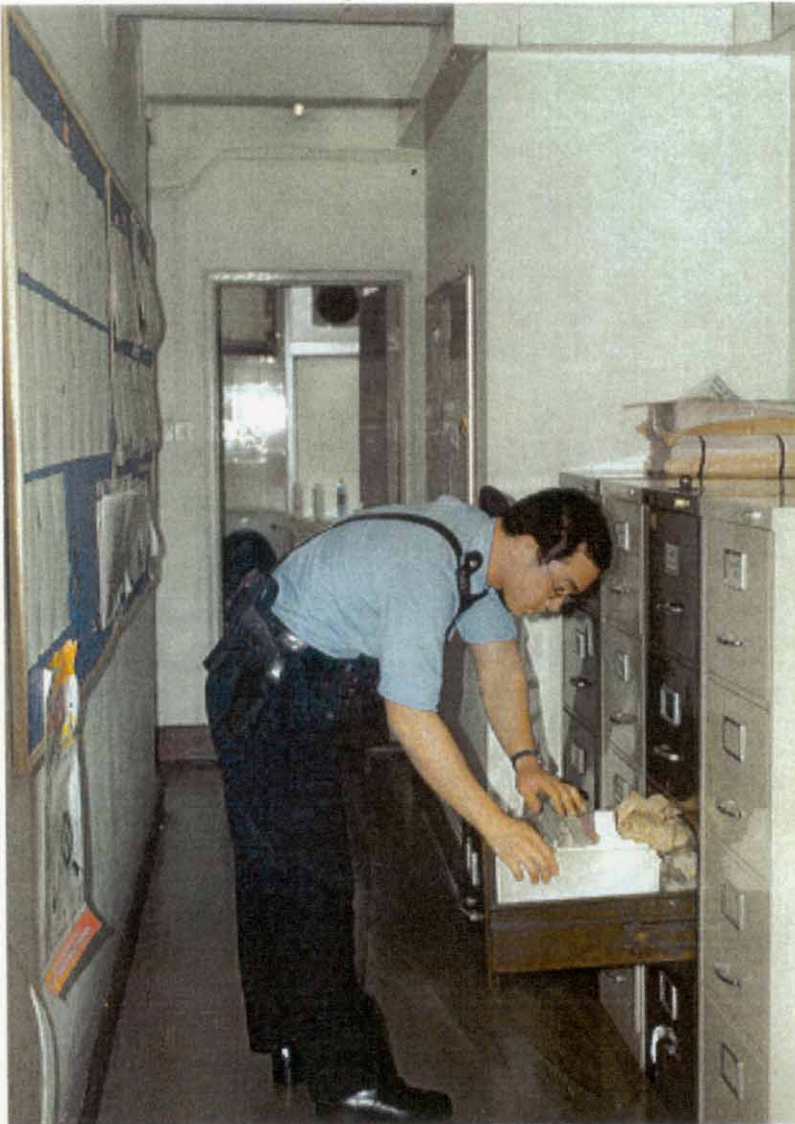
- **The Traffic Operations Room in NTS Operational Base, is used by about 14 officers to monitor traffic conditions during major incidents and in the events of serious traffic congestion.**
- **With CCTV linkage to various strategic locations, it also provides an appropriate venue for various concerned parties such as representatives from government departments including Transport and Home Affairs, container drivers, the container port companies and bus companies to meet and discuss strategies regarding effective response to major events.**
- **Due to the shortfall of accommodation, the Operations Room is used daily by traffic officers on a sharing-basis for administrative and support duties. This arrangement is unsatisfactory and not conducive to operational effectiveness.**
- **新界南行動基地之交通部行動室由約 14 名人員共用，於大型事件發生或嚴重交通擠塞時負責監察交通情況。**
- **行動室內設有監察主要路面情況的閉路電視，同時可提供適當地方給有關之政府部門如運輸署及民政署、貨櫃車司機、貨櫃碼頭公司及巴士公司等代表人士會面及商討措施，以對大型事件作出有效應變。**
- **基於現時辦公地方不足，該行動室現時由另一些負責行政及支援的交通組人員共用，此安排並不理想，亦妨礙行動室啟動時之有效運作。**

相片六 Photo 6



- **Members of the public waiting in the corridor outside the Traffic offices. The proposed Regional Headquarters and Operational Base will provide enhanced reception and waiting facilities for the public.**
- 公眾人士在交通單位辦公地方外的走廊中等候的情況。建議中的總區總部及行動基地大樓將會提供較佳的接見及等候設施。

相片七 Photo 7



- **A corridor outside the Emergency Unit offices in NTS Operational Base. Due to insufficient storage space, file cabinets are placed along the corridor. This arrangement is unsatisfactory and does not meet current occupational safety standards.**
- **新界南行動基地內衝鋒隊辦公地方的走廊。由於缺乏貯存地方，部分文件櫃放於走廊之內。現時之安排並不理想，也不合乎現今職業安全標準。**



- The female changing room of the Emergency Unit in NTS Operational Base. Measuring 21 m², shared by 18 officers, hence a shortfall of 6 m² (-22.2%).
- The facilities do not meet current Force standards in terms of fitting out requirements.
- 新界南行動基地內衝鋒隊之女警更衣室，面積 21 平方米，由 18 名女警共用，較標準面積少 6 平方米(-22.2%)。
- 更衣室內之設施並不合乎現時警隊的標準。



- The briefing room of the Emergency Unit in NTS Operational Base. Measuring 26 m², shared by a platoon of 60 officers per shift, hence a shortfall of 34 m² (-56.7%)
- This is an important facility for the front-line officers to be briefed about daily crime trends, crime black spots, suspects and wanted persons, etc.
- 新界南行動基地內衝鋒隊之訓示室，面積 26 平方米，每更由小隊中的 60 名警務人員共用，較標準面積少 34 平方米 (-56.7%)。
- 這是一項重要設施，讓前線警務人員掌握每天的罪案趨勢、罪案黑點、疑犯及通緝人士的資料等。

Improvement to Accommodation Shortfalls

The proposed RHQ and OB would in particular provide necessary improvements to the units, including –

(a) Emergency Unit NTS

Currently housed at NTS OB in converted residential quarters, their offices are sub-standard. Changing and operational standby accommodation does not meet current Force standards. There are inadequate storage facilities, requiring files to be stored in cabinets in the corridors.

(b) Regional Traffic NTS

Traffic Enforcement & Control is presently housed at NTS OB in a semi-permanent structure. Changing and operational standby accommodation does not meet current Force standards.

Traffic Accident Investigation Division is currently located at NTS OB. Their accommodation is under-provisioned and insufficient for their needs. There are inadequate storage facilities, requiring files to be stored in cabinets in the corridors. A single overcrowded duty room is shared by Junior Police Officers from four Investigation Teams. A new RHQ would considerably enhance the working environment and benefit both traffic officers and members of the public attending the offices of Accident Investigation Division.

(c) Regional Crime NTS

Regional Crime NTS (including the Regional Crime Units and the Regional Intelligence Unit) is currently accommodated on the 2nd, 12th, 13th and 14th floors of Ma On Shan Divisional Police Station. Due to space considerations, the Regional Crime Prevention Office is not accommodated at Ma On Shan Divisional Police Station but has separate accommodation at former Siu Lek Yuen Police Station.

The Regional Crime offices at Ma On Shan Divisional Police Station are under-provisioned, and insufficient for the needs of the Units working there. A new RHQ co-locating all Regional Crime NTS units would not only improve command and facilities, but would also improve the environment in which Crime officers interact with the public.

Future Developments with Policing Requirements in NTS Region

The future developments in NTS region require not only day to day policing, but also a rapid response from the RHQ for untoward incidents. These developments include –

(a) Tung Chung New Town Development

Tung Chung New Town development is divided into four phases of which two phases have already been completed. With the construction of associated infrastructure, the population of Tung Chung New Town is anticipated to increase substantially by 2010.

(b) Discovery Bay

A vehicular tunnel linking Discovery Bay to Siu Ho in North Lantau and the North Lantau Highway was opened in May 2000. The opening of the tunnel provided Discovery Bay residents with an alternative means of travelling to and from the urban areas, and conversely, allowed easier access to outsiders. Active development is taking place in the Yi Pak Wan area, and a substantial increase in population from the current 15 000 to 25 000 on full development can be expected.

(c) Hong Kong Disneyland

Infrastructural work is currently under way to construct Hong Kong Disneyland Phase 1 at Penny's Bay, Lantau, and is due for completion in 2005. It is anticipated that 18 400 jobs will be generated by the opening date increasing to 35 800 new jobs over a 20-year period. This development will provide an economic boost to Hong Kong in terms of employment and tourists. Additional policing commitments for Hong Kong Disneyland Phase 1 will include a Police Post on site, a response to increased road traffic in the area, and contingency planning for major events or incidents taking place at the park.

(d) Ma Wan Development

The development of Ma Wan is taking place in three phases. The first two involve the re-housing of the old Ma Wan Village and the construction of a residential housing area to accommodate 15 000 people. An application has also been made to construct a theme park, with completion set for 2004.

(e) Cable Car Link to Ngong Ping and Revitalization of Tai O

Both of these projects, now in the planning stage, will result in increased tourism to Western Lantau when implemented.

Enhanced Quality of Service to the Public

The following operational units will provide more convenience and improve the quality of their service to the public at the proposed location in Tsuen Wan –

(a) **Regional Crime Units**

A significant part of their investigative work involves the interviewing and processing of witnesses, suspects and arrested persons with the bulk of their work being in Kwai Tsing and Tsuen Wan Districts. They will also be able to respond much quicker to the scenes of serious crimes, which take place in Kwai Tsing, Tsuen Wan, Lantau and HKIA. Prompt arrival at crime scenes is considered essential to the effective management and investigation of serious crimes.

(b) **Regional Crime Prevention Office (RCPO)**

One of its primary functions is to conduct security surveys and provide security advice to the tenants of commercial, industrial and residential buildings. In 2001, 4 220 visits to premises were conducted by the RCPO, of which 2 820 or 66.8% were in buildings to the west of the Shing Mun Tunnel. The RCPO has recently moved to former Siu Lek Yuen Police Station. Its subsequent re-location to the proposed RHQ would result in a reduction in travelling time to the majority of locations to be visited thus enhancing the Unit's efficiency, whilst being more convenient to members of the public visiting the RCPO office.

(c) Juvenile Protection Section (JPS)

JPS is responsible for making periodic home visits to juveniles who have committed an offence and been dealt with by the Superintendent's Discretion Scheme. It is currently based in former Siu Lek Yuen Police Station. It made 4 055 home visits in 2001. Of these visits, 2 602 (64.1%) took place in addresses situated to the west of the Shing Mun Tunnel. Re-location to the proposed RHQ would considerably reduce the travelling time of the majority of home visits made by JPS, thus increasing the Section's efficiency.

(d) Regional Missing Persons Unit (RMPU)

The Unit's major responsibility is to investigate and locate persons who have been reported missing within the Region. Considerable time is spent interviewing family members and friends of the missing person, either at their home or in the RMPU office (Tsing Yi Divisional Police Station). In addition, RMPU officers will check known haunts of the missing person. The proposed NTS RHQ will provide a more convenient location, including for persons travelling from Sha Tin.