

**For discussion on
6 March 2003**

Legislative Council Panel on Security

**Marine Police Outer Waters District Headquarters and
Marine Police North Division at Ma Liu Shui, Sha Tin**

PURPOSE

This paper informs Members of a plan to construct a purpose-built complex to accommodate the Marine Police Outer Waters District Headquarters (MOWDIST HQs) and the Marine Police North Division (MNDIV) on the existing site of MNDIV at Ma Liu Shui, Sha Tin.

BACKGROUND

Marine Police North Division

2. MNDIV was established in 1965. Initially, it was housed in a small government building at Tai Po Kau with an establishment of 32 officers for operating three vessels. Following the expansion of the Marine Police in the 1980s, MNDIV's manpower was increased in order to cope with the drastic upsurge of operational commitments. This necessitated the move of MNDIV from Tai Po Kau to its existing temporary accommodation at Ma Liu Shui in 1992. The arrangement is however only an interim measure pending construction of a purpose-built base.

3. MNDIV is responsible for policing the Hong Kong waters in Mirs Bay, Starling Inlet and Tolo Harbour area and the overall operations, anti-illegal immigration, anti-smuggling and enforcement of the laws and regulations affecting pleasure crafts and fishing vessels. At present, MNDIV has an establishment of 359 disciplined officers and 28 civilian staff operating a total of 12 launches of various types. It consists of the following major operational units –

- (a) **Patrol Sub-units** – for providing launch patrol coverage for anti-illegal immigration, anti-crime and anti-smuggling activities round the clock.
- (b) **Inshore Patrol Unit** – for providing quick responses to operations and policing the inshore areas.
- (c) **Task Force** – for conducting intelligence based surveillance, observation and operations and providing operational support to launch duties.

Marine Police Outer Waters District Headquarters (MOWDIST HQs)

4. MOWDIST HQs was established in 1992 following a restructuring of the Marine Police Region. The District comprises three sea-going Divisions: MNDIV in Ma Liu Shui, Sha Tin, Marine Police East Division (MEDIV) in Tui Min Hoi, Sai Kung and Marine Police West Division (MWDIV) in Tai Lam Chung, Tuen Mun. For operational convenience, MOWDIST HQs had to be accommodated with either MNDIV or MEDIV since MWDIV was too far away. At that time, MNDIV had just moved to its existing accommodation, an ex-ferry terminal building at Ma Liu Shui which was already under-provided for MNDIV. Therefore, MOWDIST HQs had to be accommodated with MEDIV notwithstanding that the building was designed and built to accommodate only a Division.

5. MOWDIST HQs is responsible for the overall operations, anti-illegal immigration, anti-crime, community relations and administrative matters for the whole District and overseeing local policing at Division level. Its establishment is composed of a District Commander, a Deputy District Commander, a Chief Inspector, a Senior Inspector, a Personal Secretary II and two clerical staff.

6. A plan showing the current locations of MOWDIST HQs and MNDIV is at Annex A.

JUSTIFICATIONS AND PROPOSAL

Marine Police North Division – Better Use of the Existing Site to Enhance Operational Efficiency

7. Built in 1983, the temporary accommodation of MNDIV at Ma Liu Shui was originally used as a ferry terminal with a single-storey structure constructed of steel supports, brick and plaster walls with a corrugated metal roof. It is far below acceptable standards and is reaching the end of its economic life span. Substantial maintenance, on an average annual cost of \$850,000 over the past five years, has been carried out to maintain the serviceability of the building. The age, nature and design of the building cannot facilitate the installation of modern technology in a cost-effective manner.

8. The 387 officers attached to MNDIV are housed in a cramped accommodation far below their actual space entitlement. The Division falls short of standard office accommodation and is inadequate in supporting facilities due to space constraint. As an interim measure, shipping containers are used to alleviate the accommodation problems.

9. A set of photographs showing both the external and internal working environments of the formation is at Annex B. As illustrated by the preceding paragraphs and the supporting photographs, the working environment of MNDIV is totally inconducive to their operational efficiency and effectiveness.

10. It is proposed to demolish the old single-storey ex-ferry terminal and construct a modern purpose-built Marine Police Base. The proposal will bring about the following major benefits –

- (a) site utilisation in the existing location can be maximised whilst better economies of scale can be achieved;

- (b) the new complex will provide sufficient accommodation and operationally efficient facilities for MNDIV, thus enhancing the Division's capability in its delivery of services to the public; and
- (c) savings will also be achieved from obviating the need for high maintenance cost for the existing dilapidated temporary accommodation in the long term.

Marine Police Outer Waters District Headquarters – Strategic Location to Facilitate Operational Efficiency

11. MOWDIST has a large geographical spread of boundary. The MOWDIST HQs at MEDIV is currently at a distance of 45 kilometres (km) and a minimum one-hour drive from MWDIV. As MNDIV is situated mid-way between MEDIV (17 km distance/30-minute drive) and MWDIV (28 km distance/30-minute drive), relocating MOWDIST HQs to MNDIV will improve the day-to-day efficiency of the operational command, deployment, management and communications within the District.

12. Operationally, the District Commander (DC) MOWDIST is responsible for commanding District resources for policing the strategically important north Lantau coastline, including the waters surrounding the Hong Kong International Airport (HKIA), as well as the very busy Urmston Road shipping lane, the River Trade Terminal with its port security implications and Deep Bay. Due to its close proximity to the Mainland, Deep Bay is vulnerable to illegal immigration into Hong Kong. In the event of a major incident or operation, in particular at the HKIA, the DC MOWDIST is required to promptly attend to scene and take command of the sea-going duties. Currently, it takes DC MOWDIST at least 1 hour 15 minutes to arrive at the waters off the HKIA and almost two hours to arrive at Deep Bay given the distance and travelling time from Tui Min Hoi.

13. By relocating MOWDIST HQs to MNDIV, Ma Liu Shui, the response time required by the DC and his officers to any major incidents

within the District would be within 45 minutes at the maximum. There will be a saving of 30 minutes for travelling from MOWDIST HQs to the HKIA after the proposed relocation. In addition, the rapid infrastructural developments on the north-western New Territories including the Deep Bay Link and Lantau Island aggravates the need for MOWDIST HQs to be located closer to these key areas.

14. Additional benefits will also be reaped by releasing valuable space back to MEDIV after the re-location of MOWDIST HQs to MNDIV thus improving the working environment and efficiency of MEDIV.

PROJECT SCOPE

15. The scope of the project is as follows –

- (a) temporary reprovisioning of staff and facilities of MNDIV during the construction of the new facility;
- (b) demolition of the existing accommodation of MNDIV at Ma Liu Shui; and
- (c) construction of a purpose-built complex on the site with essential facilities including a land-based 6.5 tonne pillar crane on the waterfront.

16. The new complex building will have a net operational area¹ of approximately 3 360 m² which comprises –

- (a) office accommodation of about 520 m²;

¹ The net operational floor area (NOFA) is the term used to describe the floor area required by the user to carry out the activities intended. NOFA includes functional space and circulation corridors but excludes toilets, bathrooms and showers, lift lobbies, stair halls, public/shared corridors, stairwells, escalators and lift shafts, pipe/service ducts, refuse chutes and refuse rooms, balconies, verandahs, open decks and flat roofs, car parks, driveway and loading/unloading areas, mechanical plant rooms and refuge floors.

- (b) operational facilities of about 410 m², including operation rooms, a report room, a briefing room, a video interview room and related facilities;
- (c) supporting facilities of about 1 150 m², including operational standby accommodation, changing and dining areas;
- (d) police launches/vessels maintenance workshops and facilities of about 360 m²;
- (e) other ancillary facilities including store rooms, equipment rooms, duty, lecture and conference rooms, kitchen, laundry and dry room, etc. of about 920 m²; and
- (f) vehicle spaces for police and visitors.

(* A helipad on the existing site will be retained.)

17. A site plan is attached at Annex C.

FINANCIAL IMPLICATIONS

18. We estimate the total capital cost of the project to be \$141.3 million in MOD prices, made up as follows –

	\$ million
(a) Demolition and site works	4.6
(b) Temporary reprovisioning	5.3
(c) Foundations	3.8
(d) Building	50.4
(e) Building services	26.5

	\$ million	
(f) Drainage and external works	27.3	
(g) Furniture and equipment ²	5.0	
(h) Consultants' fees	7.7	
(i) Contingencies	11.8	
	Sub-total	142.4 (in September 2002 prices)
(j) Provision for price adjustment	(1.1)	
	Total	141.3 (in MOD prices)

19. The construction floor area³ of the proposed complex is 7 038 m². The construction unit cost, represented by building and building services costs, is \$10,916 per m² in September 2002 prices. The construction unit cost is comparable to that for other government disciplined services projects built by the Government.

20. The additional recurrent expenditure for the project is estimated to be \$2.49 million, which is required due to increase in accommodation and supporting facilities. No additional manpower is required in this project.

21. We estimate that the proposed works will create some 115 jobs comprising 15 professional/technical staff and 100 labourers, totalling 2 550 man-months.

² Calculation of the estimated cost for furniture and equipment is based on an indicative list of items required, including office furniture, audio-visual equipment for conference room, briefing room, operation room, video interview room, equipments for the Front Line Maintenance Workshop, communications and telephone systems, etc.

³ The construction area is the sum of all areas at all floor levels, including basements, mezzanine floors, balconies and enclosed rooftop structures, measured to the outer face of the external walls including any external claddings, i.e. the main building line, and measured over all partitions, columns, internal or external structures and load-bearing walls, party walls, stair wells, escalator openings, pipe and drain ducts, cable riser shafts and the like. Areas of bay windows also included.

PUBLIC CONSULTATION

22. We issued an Information Paper on the proposed development to the Development and Housing Committee of the Sha Tin District Council in February 2003. Members of the committee were briefed of the project in detail. They fully supported the proposal.

ENVIRONMENTAL IMPLICATIONS

23. D Arch S employed a consultant to conduct a Preliminary Environmental Review (PER), which was completed in June 2001. The PER 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. We will control noise, dust and site run-off during construction within established standards and guidelines and will implement the mitigation measures as recommended in the PER Report and as required by DEP.

LAND ACQUISITION

24. The project does not require any land acquisition.

IMPLEMENTATION

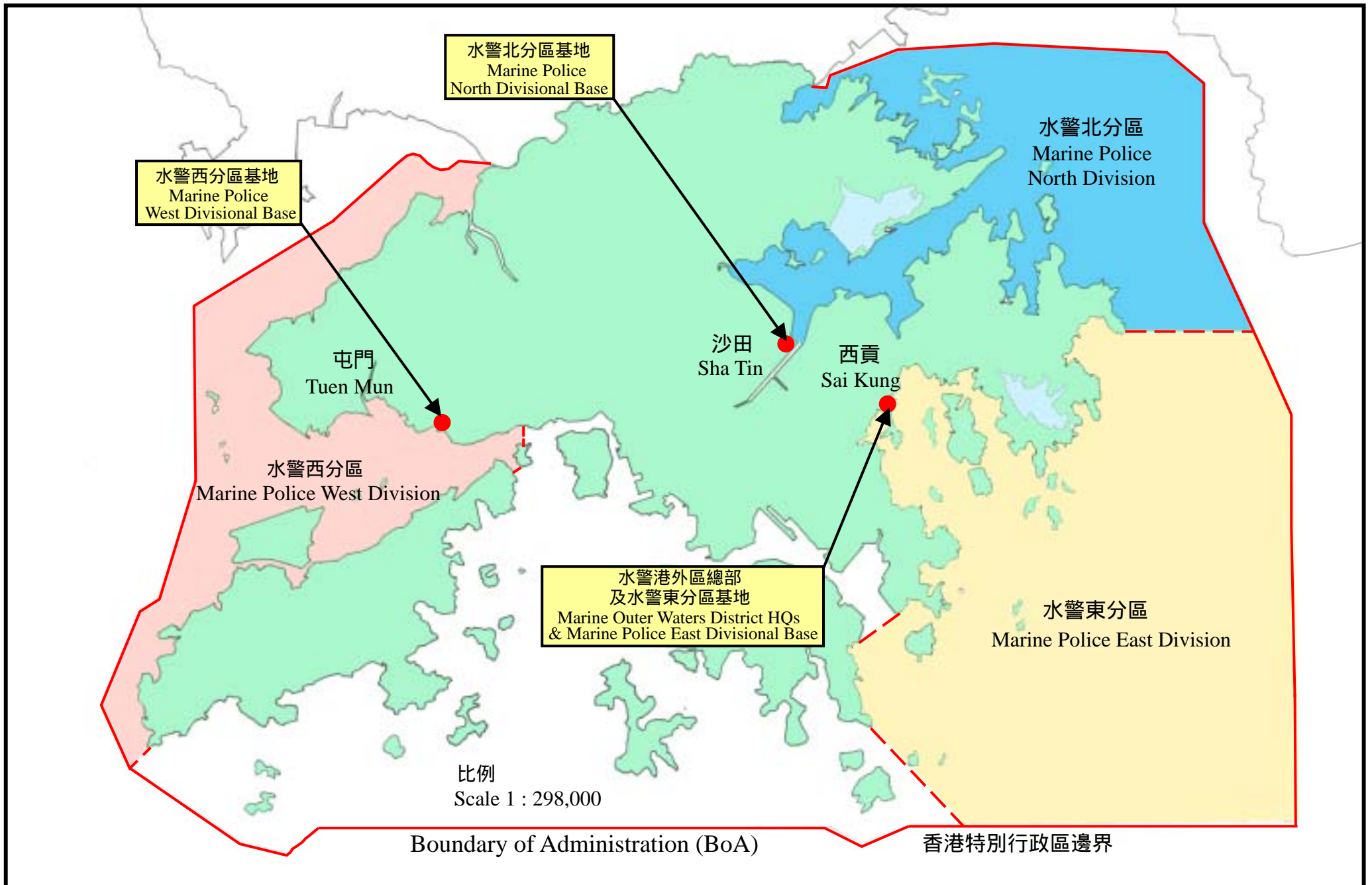
25. We plan to seek funding support from the Public Works Sub-committee and approval from the Finance Committee in the second quarter of 2003. We plan to start the construction works in early 2004 for completion by early 2006.

Security Bureau

March 2003

水警港外區及水警北分區現址位置圖

Current Locations of Marine Outer Waters HQs and Marine Police North Division





- The Current Site of Marine Police North Division at Ma Liu Shui, Sha Tin, N.T., an ex-ferry terminal built in 1983, is in a dilapidated condition.
- The current accommodation is too small to accommodate the necessary supporting facilities to cope with the Division's increasing operation commitments, with an overall shortfall of about 1887 sq.m (-56%).
- The new complex will provide sufficient accommodation and operational efficient facilities, enhancing the efficiency and capability of the Division.
- 新界沙田馬料水的水警北分區現址，原為渡輪碼頭，於 1983 年興建，目前情況破舊。
- 主建築物地方太少，未能容納所需的支援設施以配合分區日益增多的行動職務。總共欠缺約 1887 平方米(-56%)的地方。
- 新大樓可提供足夠的辦公地方及可有效運作的設施，足以提高分區的效率及實力。



- The corrugated iron roof is rusting and leaks in the rain.
- 瓦楞鐵屋頂生鏽，下雨滲水。

Photo 3



Photo 4



Various parts of the corrugated iron roof of the structure are in rusty condition, showing the extent of the problem.

瓦楞鐵屋頂多處生，可見問題嚴重。

Photo 5





- Marine Police North Division have to use 9 shipping containers, placed in the divisional compound, for storage of equipment and stores because of shortage of space, a total divisional shortfall of about 419 sq.m. (-77%)
- The proposed new complex will increase storage space, eradicate the eye-sore containers, enhance security and improve the environment.
- 水警北分區因辦公地方短缺，需在分區空地用 9 個貨櫃存放設施及裝備。共欠缺約 419 平方米(-77%)的貯物地方。
- 擬建新大樓可提供更多的貯存地方，可不再使用有礙觀瞻的貨櫃，並可加強保安，改善環境。



- Although 22 workmen and cooks currently working at Marine Police North Division are entitled to have a changing room of about 26 sq.m, they do not have this allowance due to insufficient space. Instead, they use a 15 sq.m shipping container for changing purpose.
- The interior condition of the ‘changing room’ shipping container is unhealthy. The roof leaks and buckets are placed on top of the lockers to collect dripping water.
- Other shipping containers are in similar conditions.
- 現時在水警北分區工作的 22 名工人及炊事員，原應有一約 26 平方米的更衣室，但因地方短缺，只能將一個 15 平方米的貨櫃用作更衣室。
- 「貨櫃更衣室」內部環境惡劣，頂部滲水，需在貯物櫃頂放置膠桶盛水。
- 其他貨櫃情況大致相同。



- Due to the shortage of space, another shipping container is used as the carpenter's workshop. The working area is too small and no proper racks can be put up to store things in good order.
- These arrangements do not meet occupational health and safety standards.
- 因地方短缺，也需利用貨櫃用作木匠工場。由於工作面積太少，不能安裝適當的貯物架來安放用具。
- 這項安排不符職業健康及安全標準。



- Currently, Marine Police North Division do not have a purpose built vessel repair bay which is a standard facility in a Marine Police Division.
- Front Line Maintenance Workshop staff have to carry out maintenance work either in this extremely congested area or in an open space, which is not properly equipped and designed for the purpose, for larger vessels. Operational efficiency is inevitably adversely affected.
- The shortfall of space for the Front Line Maintenance Workshop and Vessel Repair Bay amounts to about 240 sq.m (-66.6%)
- 現時，水警北分區並無專為該分區而設的小艇修理工場。小艇修理工場是水警分區的標準設施。
- 前線維修人員需在這處擠迫的地方進行維修工作，或在設備缺乏又不是為維修而設的空地為較大的船隻維修。行動效率難免受影響。
- 前線維修工場及小艇修理工場共欠缺約 240 平方米(-66.6%)的地方。



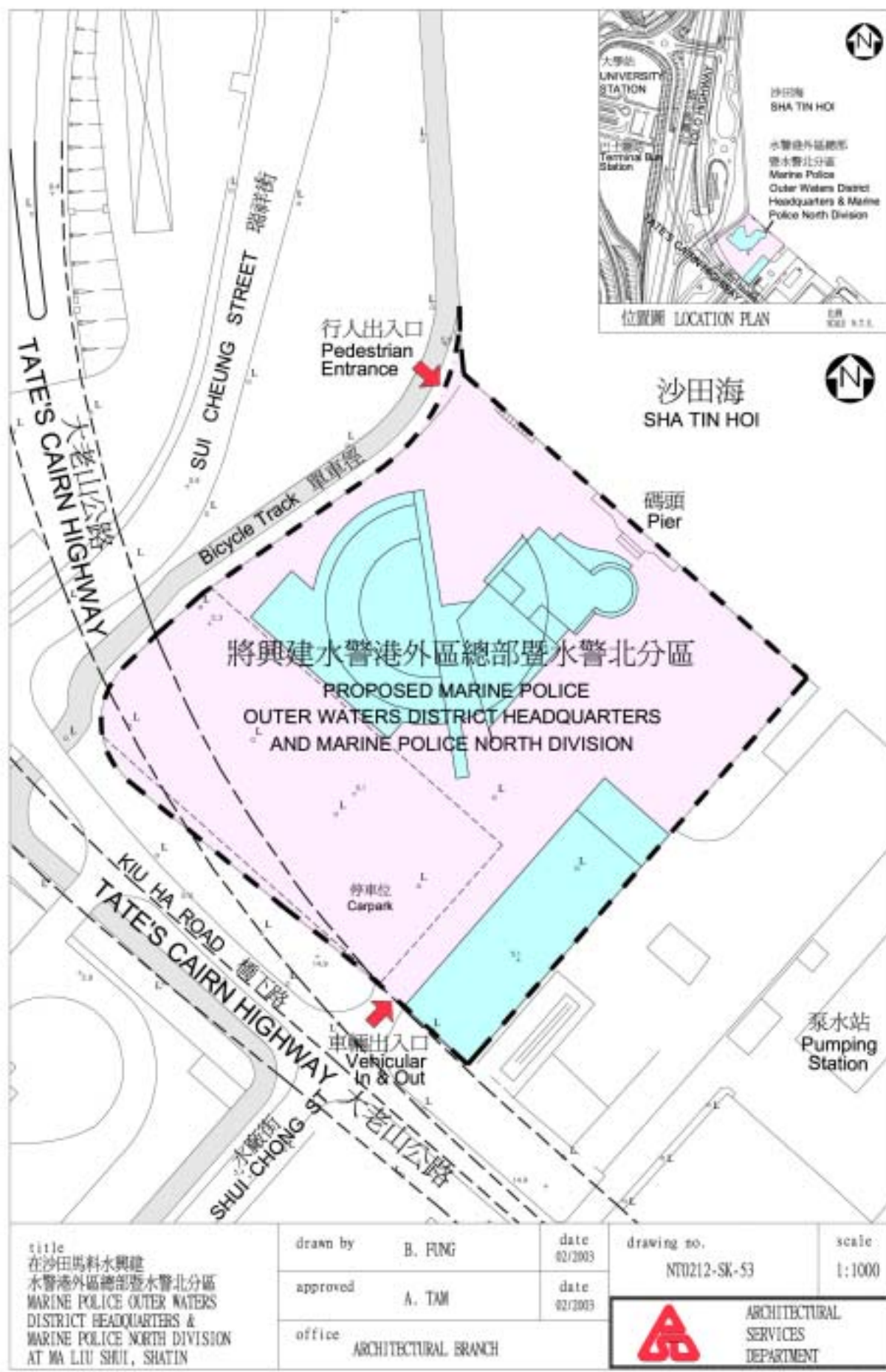
- Due to insufficient space and the temporary nature of its present accommodation, Marine Police North Division do not have proper areas to store equipment. It is kept outside the Front Line Maintenance Workshop.
- A purpose-built area for an outboard engine test tank should be fitted with a ceiling crane to move engines in and out of the test tank.
- In the absence of this standard facility, maintenance staff have to lift outboard engines from a trolley and place them in the test tank manually.
- 因地方不足及現時辦公地方只屬臨時性質，水警北分區並無專供存放器材的地方，只可將器材放置在前線維修工場外。
- 專為舷外機試水槽而設的地方應設有天花吊機，將舷外機吊入和吊離試水槽。
- 因無標準設施，維修人員需靠人手將舷外機從滑車抬起放入試水槽。



- A 65 sq.m Fitness Training Room is at present used as a multi-purpose room for documentation of cases, temporary detention of prisoners, interviews, briefings/debriefing, training/lectures and conference/meetings as there are no proper rooms for these purposes. For these facilities, there is a shortfall of about 158 sq.m. (-100%)
- Obviously, the room is too small and officers have to stand at the back throughout the briefings, debriefings and training.
- Because of its multi-purpose nature, briefing/debriefing has to be shortened and training has to give way for operational functions. The new complex will provide sufficient accommodation to improve the situation.
- 因沒有專用的房間，現在只能將健身室(65 平方米)作多用途房間使用，如記錄案件、臨時扣押犯人、會見、訓示/檢討、訓練/講課、會議等，都在這裏舉行。這些設施共欠缺約 158 平方米(-100%)的地方。
- 很明顯房間太少，在訓示、檢討及訓練時都有人員需在後面站立。
- 因作多用途房間之用，訓示/檢討需縮短，而訓練優次亦放在行動職責後。新大樓可提供足夠地方改善情況。



- The current Armory is too small to accommodate all arms and ammunition of Marine Police North Division, a shortfall of 46.5 sq.m. (-77.6%).
- Due to the shortage of space, the District Internal Security Company arms and ammunition have to be stored in the armory of Marine Regional Headquarters at Sai Wan Hoi, Shau Kei Wan, Hong Kong Island.
- Such arrangement is inconducive to operational efficiency, particularly in cases of emergency.
- 現時的槍械庫地方太少，不足以存放水警北分區所有的槍械及彈藥，欠缺 46.5 平方米(-77.6%)的地方。
- 因地方短缺，區內部保安連的槍械及彈藥需存放在港島筲箕灣西灣河水警總區總部的槍械庫。
- 這項安排有礙行動效率，尤其是在緊急情況下。



title
在沙田馬料水興建
水警港外區總部暨水警北分區
MARINE POLICE OUTER WATERS
DISTRICT HEADQUARTERS &
MARINE POLICE NORTH DIVISION
AT MA LIU SHUI, SHATIN

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