

**立法會**  
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**Panel on Transport**

**Background Brief on  
boundary control points**

**Purpose**

This paper presents the public transport facilities and arrangements at the existing land boundary control points (BCPs). It also sets out the background to the implementation of the Hong Kong-Shenzhen Western Corridor (HK-SWC) and Sheung Shui to Lok Ma Chau Spur Line (Spur Line), and summarizes the major views and concerns expressed by members previously on the subjects.

**Background**

2. There are currently four land crossings. They are Lo Wu, Lok Ma Chau (LMC), Man Kam To (MKT) and Sha Tau Kok (STK). The LMC, MKT and STK crossings were originally designed mainly for freight traffic, while Lo Wu has been a passenger-only crossing right from the beginning. With the continuous increase in cross-boundary travel, LMC, MKT and STK have seen more and more passenger traffic. In particular, LMC has taken on the largest share of the increase in both freight and passenger traffic.

3. At present, apart from the East Rail boundary trains via Lo Wu, passengers may use two types of cross-boundary public transport services. They are the LMC-Huanggang Cross-Boundary Shuttle Bus (Shuttle Bus) and cross-boundary coaches. There are suggestions that the new BCPs should be opened up to more public transport modes so as to provide more choices for cross-boundary travellers.

Cross-boundary coach service

4. Cross-boundary coach service (CBCS) is operated under the Passenger Service Licence (PSL) regime as a form of international passenger service (A05) and is regulated by a quota system jointly administered by Hong Kong and Mainland authorities. The quota system for CBCS aims at ensuring smooth traffic flow and safe

operation at the control points. Under the system, a coach with a quota may run a cross-boundary round-trip via a designated control point within a specified hour. The relevant PSL specifies, among others, the number of trips allowed and the control point the coach should use when crossing the boundary. Hong Kong and Mainland authorities regularly review the number of quotas issued and the operation of CBCS to ensure that the services provided can meet the demand of cross-boundary travellers without causing any traffic problems at BCPs.

#### Shuttle Bus at LMC BCP

5. The Shuttle Bus provides a 24-hour short shuttle service between the San Tin Public Transport Interchange (PTI) and the Huanggang Control Point via the LMC BCP.

#### Trial scheme for taxis and green minibus at LMC

6. With the implementation of 24-hour passenger clearance in January 2003, and considering that freight traffic would be less busy during night time, the Administration introduced in March 2003 a scheme to allow urban and New Territories taxis and three green minibus routes to access the LMC BCP from 12:00 midnight to 6:30 a.m. when traffic is relatively lighter. The Administration subsequently proposed to extend the hours for taxis and green minibuses to access the LMC BCP from 12 midnight – 6:30 am to 11 pm – 6:30 am with effect from 26 January 2005.

#### Cross-boundary vehicle quota system

7. According to the agreement between the governments of Hong Kong Special Administrative Region and Guangdong, quotas for Hong Kong private cars to enter and leave the Mainland are mainly issued to persons with business need to travel between the two places. The Guangdong authorities require an applicant to invest more than US\$ 1 million (HK\$/RMB¥ 8 million) in non-mountainous areas in Guangdong or US\$400,000 (HK\$/RMB¥ 3.2 million) in mountainous areas. In reply to a written question on 24 May 2006, the Administration has indicated that it had recently discussed with Guangdong the feasibility of relaxing the investment requirement. Guangdong considered that even under the existing eligibility criteria, an applicant had to wait for quite some time before he could obtain a quota. It is therefore not opportune to relax the criteria, lest this would further lengthen the waiting time. Both sides, however, agree to discuss the feasibility of relaxing the criteria again after the commissioning of HK-SWC.

8. By the end of April 2006, around 11,500 Hong Kong private cars were allowed to enter and leave the Mainland, representing a 34% increase from around 8,600 as at end of April 2003.

## **New BCPs**

9. Two new BCPs at HK-SWC and Spur Line are expected to come on stream. The HK-SWC BCP is designed mainly for freight traffic as agreed with the Mainland authorities, although it will also cater for cross-boundary passenger traffic. Co-location of passenger and cargo clearance facilities of both Hong Kong and the Mainland will be implemented. The Spur Line BCP will be a passenger-only crossing served mainly by the East Rail on the Hong Kong side.

## **Spur Line**

10. The Spur Line will be an extension of the East Rail of the Kowloon-Canton Railway Corporation (KCRC). It will run from the existing Sheung Shui Station of the East Rail to a new boundary crossing at LMC. It aims to relieve the increasing congestion at Lo Wu and to cope with the growth in cross-boundary rail passenger traffic. Upon completion, the new boundary crossing at LMC will serve as the second rail-passenger boundary crossing between Hong Kong and the Mainland.

11. The Spur Line is 7.4 kilometres (km) in length, and will be made up of 5.2 km of tunnels and 2.2 km of viaducts. The works started in late 2002 and are scheduled for completion in 2007. The estimated cost of the Spur Line is about \$10 billion in money-of-the-day prices. It is wholly funded by the KCRC through its internal resources and commercial borrowing.

12. The Spur Line Terminus at LMC will be linked to the Huanggang Station of the Shenzhen Metro through a double-deck Passenger Bridge that the Administration is building jointly with the Shenzhen Municipal People's Government (SMPG). The length of the Passenger Bridge is approximately 240 metres (m), of which 124m will be within Hong Kong. The Passenger Bridge will be equipped with travellers, air-conditioning and surveillance security installations. The cost of the civil works is shared by the SMPG and the Hong Kong SAR Government according to the length of the structure within their respective territories. The Hong Kong portion of the Passenger Bridge has been included as part of the Essential Public Infrastructure Works for the Spur Line. The Passenger Bridge will be completed to tie in with the commissioning of the Spur Line.

### PTI at the LMC Terminus

13. In order to facilitate the operation of other public transport modes at the new boundary control point at the LMC Terminus, a PTI will be provided at the LMC Terminus

14. When consulted on the project, members generally agreed to the need to provide a PTI at the LMC Terminus and called for the Administration to expand the size of the PTI. After conducting a review, the Administration agreed to construct an

open PTI of 6 200 m<sup>2</sup> (instead of 3 500 m<sup>2</sup> as originally proposed) at the ground level on the east side of LMC Terminus building. The Administration pointed out that this size was determined having regard to the need for efficient and effective operation of the public transport services at the LMC Terminus and the need to protect the adjacent environment. The PTI will accommodate different public transport modes, including franchised buses, public light buses and urban and New Territories taxis, and will be provided with a taxi stacking area.

### **Hong Kong – Shenzhen Western Corridor**

15. HK-SWC is the fourth vehicular boundary crossing between the Hong Kong Special Administrative Region and Shenzhen. To tie in with the commissioning of HK-SWC, boundary-crossing facilities will be provided for the provision of immigration and customs clearance services. The boundary-crossing facilities will be able to cater for a peak hourly traffic of about 150 coaches, 1 640 private cars and 2 600 goods vehicle per direction around 2016 so as to meet the anticipated demand for boundary-crossing traffic flow.

16. On the provision of public transport and coach passenger drop-off and pick-up areas, the Administration has pointed out that the SWC, by design, is to cater for goods vehicles and coaches rather than individual travellers who will find it more convenient to make use of the other land BCPs. The Administration however had earmarked an area of about 6 000 m<sup>2</sup> as a public transport drop-off and pick-up area.

### **Major concerns expressed by members**

17. One of the major concerns expressed by members relating to the implementation of HK-SWC is about the potential traffic impact caused by the project.

18. On 8 March 2006, the Council passed a motion on "Expediently improving the traffic arrangements in the western and northwestern parts of the New Territories". The wordings of the motion are as follows:

"That, given the impending commissioning of the Hong Kong-Shenzhen Western Corridor at the end of this year, which will substantially increase the traffic load in the western and northwestern parts of the New Territories, this Council urges the Government to formulate as early as possible corresponding strategies, including:

- (a) buying out the ownership of Route 3 at a reasonable price and opening it up for use by motorists;
- (b) constructing the Easterly Link Road that connects the Deep Bay Link and Route 3, so as to divert the traffic flow from Tuen Mun Road;

- (c) expeditiously completing the extension of Tuen Mun Road;
- (d) implementing the Northern Link project as early as possible and expeditiously completing the Kowloon Southern Link project to perfect the railway network and encourage residents of the Northwest New Territories to make use of the railways for travelling to and from different districts, so as to alleviate the pressure on Tuen Mun Road and Route 3; and
- (e) setting reasonable fares that are acceptable to the public, so as to encourage them to use the railway transport system.

thereby alleviating the deteriorating traffic congestion in that district and avoiding causing great nuisance or inconvenience to local residents; furthermore, the Government may also lower the existing tolls by such means as extending the franchise period of Route 3; and should expeditiously construct the Tuen Mun Western Bypass, the Tuen Mun to Chek Lap Kok Link, as well as the Tuen Mun Eastern Bypass, while the environmental impact of the alignment of the relevant roads must be adequately assessed, with a view to reducing undesirable effects on the local environment; and expedite the various traffic improvements to the Tuen Mun town centre section of Tuen Mun Road."

19. On the transport front, members generally consider that where circumstances allow, the Administration should make available other public transport modes at the BCPs to provide supplementary transport services so as to offer more choices for passengers.

20. The transport trades have expressed divergent views on the public transport arrangements at new BCPs. Whilst the taxi, public light bus and non-franchised bus trades consider that they should be allowed to operate at the new BCPs, the cross-boundary coach operators are concerned about the potential problems of allowing different types of public transport vehicles to operate at new BCPs, and the resultant traffic problems.

21. The Panel on Transport will discuss the traffic and transport arrangements for the commissioning of HK-SWC and Spur Line on 26 January 2007.