

**For discussion on  
3 May 2011**

**Legislative Council Panel on Security**

**Construction of a Secondary Boundary Fence arising from the reduced coverage of the Frontier Closed Area – Phase 2**

**PURPOSE**

This paper seeks Members' support for the proposal to upgrade the remaining part of project **12GB** to Category A for the construction of a secondary boundary fence (SBF) along the boundary patrol road (BPR), and new sections of the BPR and the primary boundary fence (PBF) at certain sections along the Hong Kong SAR's boundary with the Mainland in order to take forward the phased implementation of the reduced coverage of the Frontier Closed Area (FCA).

**BACKGROUND**

2. Following a review of the coverage of the FCA in 2006, the Administration announced in January 2008 that the coverage of the FCA would be substantially reduced from about 2 800 hectares to about 400 hectares. The reduced FCA will comprise a narrow strip of land covering the re-aligned BPR and areas to its north, together with crossing points along the boundary (i.e. the Boundary Control Points and Sha Tau Kok town).

**JUSTIFICATIONS**

3. In order to implement the reduced coverage of the FCA while maintaining the integrity of the boundary, we need to construct an SBF along the existing BPR and new sections of the BPR and PBF at certain sections, thereby enclosing the road and ensuring that the PBF and BPR would be protected from deliberate or inadvertent interference. The PBF and SBF will be erected along the northern and southern curbs of the re-aligned BPR respectively.

4. The entire 12GB project is divided into four sections (see site plan at **Enclosure 1**). Phase 1 of the construction works (now referred to as project **15GB** “Construction of a Secondary Boundary Fence and new sections of Primary Boundary Fence and Boundary Patrol Road – phase 1”) covers three of the four sections, namely “Mai Po to Lok Ma Chau Control Point Section”, “Lok Ma Chau Control Point to Ng Tung River Section” and “Lin Ma Hang to Sha Tau Kok Section”. Project 15GB was upgraded to Category A in June 2009 and the construction works has commenced since December 2009. Phase 2 covers the construction works for the remaining section, i.e. “Ng Tung River to Lin Ma Hang Section”, and the required demolition works at the above-mentioned four sections.

## **PROJECT SCOPE AND NATURE**

5. Construction works at the “Ng Tung River to Lin Ma Hang Section” involves the construction of an SBF from Lo Wu to Lin Ma Hang (approximately 9.7 kilometres) and the construction of a new section of the BPR and PBF (with the Fence Protection System) along the Shenzhen River to the northwest of Lin Ma Hang (approximately 0.8 kilometres) (see site plan at **Enclosure 2**). An artist’s impression on the SBF, PBF and BPR is at **Enclosure 3**. The construction for the “Ng Tung River to Lin Ma Hang Section” is expected to start in 4<sup>th</sup> quarter of 2011 and to complete by 1<sup>st</sup> quarter of 2015.

6. The existing PBF is installed with the Fence Protection System. The Fence Protection System comprises Video Motion Detectors, a sensor alarm system and CCTV cameras, which are connected to a Centralized Monitoring and Control System for monitoring round the clock at the Boundary Command Centre situated at Man Kam To Police Operational Base. The SBF will be constructed along the southern side of the BPR, to the same standard of the PBF but without the Fence Protection System, the slanted portion and barbed wires.

7. The construction works for the “Ng Tung River to Lin Ma Hang Section” will need to dovetail with the Regulation of Shenzhen River Stage 4 project, which forms part of project **13GB** “Liantang/Heung Yuen Wai Boundary Control Point and associated works”, to be undertaken by the Drainage Services Department (DSD). The Liantang/Heung Yuen Wai Boundary Control Point is located within the “Ng Tung River to Lin Ma Hang Section”. As a part of the river training works, the existing BPR and

PBF between Ping Yuen River and Pak Fu Shan, which are located along the Shenzhen River, would be demolished to facilitate the formation of a widened river channel. DSD will therefore need to relocate and re-provision the BPR and PBF. The new SBF under the 12GB project will then be constructed along the re-provisioned BPR. In order to minimize possible project interface problems, the construction of the SBF between Ping Yuen River and Pak Fu Shan along the re-provisioned BPR will be entrusted to DSD for implementation in parallel with the construction works of project 13GB. Subject to approval of the Finance Committee, DSD has planned to commence the construction works for the relocation of the existing BPR and PBF and the construction of the SBF in 1<sup>st</sup> quarter of 2012, and expects the construction works to complete in 1<sup>st</sup> quarter of 2015.

8. In addition to the construction of the SBF, PBF and BPR, we need to remove some of the existing structures and associated facilities at the four construction sections within the FCA so as to facilitate the reduction of the FCA. The scope of the demolition works under Phase 2 covers the following -

<b>Section</b>	<b>Demolition Works</b>
(1) Mai Po to Lok Ma Chau Control Point	• the removal of existing FCA warning signs
(2) Lok Ma Chau Control Point to Ng Tung River	• the removal of the check point at Lok Ma Chau • the removal of the original PBF and associated facilities to the south of Lok Ma Chau Loop and Hoo Hok Wai • the removal of existing police posts and the associated facilities and FCA warning signs

- |                                  |                                                                                                                                                                                                                                                                                                                                                       |
|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (3) Ng Tung River to Lin Ma Hang | <ul style="list-style-type: none"> <li>• the removal of the check point at Sha Ling and Ping Che</li> <li>• the removal of the original PBF and associated facilities to the north of Pak Fun Shan and to the northwest of Lin Ma Hang</li> <li>• the removal of existing police posts and the associated facilities and FCA warning signs</li> </ul> |
| (4) Lin Ma Hang to Sha Tau Kok   | <ul style="list-style-type: none"> <li>• the removal of the check point at Shek Chung Au</li> <li>• the removal of existing FCA warning signs</li> </ul>                                                                                                                                                                                              |

The implementation programme for the construction and demolition works under the entire project 12GB is set out below –

Section	Implementation Period for Construction Works	Implementation Period for Demolition Works (Phase 2 works)
(1) Mai Po to Lok Ma Chau Control Point	1 <sup>st</sup> quarter 2010 – 3 <sup>rd</sup> quarter 2011 <b>(Phase 1 works)</b>	2 <sup>nd</sup> quarter 2012
(2) Lok Ma Chau Control Point to Ng Tung River	1 <sup>st</sup> quarter 2010 – 4 <sup>th</sup> quarter 2012 <b>(Phase 1 works)</b>	4 <sup>th</sup> quarter 2012 – 3 <sup>rd</sup> quarter 2013
(3) Ng Tung River to Lin Ma Hang	4 <sup>th</sup> quarter 2011 – 1 <sup>st</sup> quarter 2015 <b>(Phase 2 works)</b>	1 <sup>st</sup> quarter 2015 – 3 <sup>rd</sup> quarter 2015
(4) Lin Ma Hang to Sha Tau Kok	4 <sup>th</sup> quarter 2009 – 3 <sup>rd</sup> quarter 2011 <sup>1</sup> <b>(Phase 1 works)</b>	1 <sup>st</sup> quarter 2012 – 2 <sup>nd</sup> quarter 2012

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<sup>1</sup> The completion date for the “Lin Ma Hang to Sha Tau Kok” section has been extended from 4<sup>th</sup> quarter of 2010 to 3<sup>rd</sup> quarter of 2011 due to the change of the design of the secondary boundary fence as requested by Sha Tau Kok locals.

9. Due to security considerations and the extensive scale of the demolition works involved, some of the demolition works will only be completed after the completion of the construction works and the opening up of the FCA. Interim measures will be implemented to ensure that the demolition works will not affect the timetable for the reduction of the FCA.

## **IMPLEMENTATION OF THE REDUCED COVERAGE OF THE FCA**

10. The current coverage of the FCA is specified in the Frontier Closed Area Order pursuant to section 36(1) of the Public Order Ordinance (Cap. 245). We shall amend the Frontier Closed Area Order to stipulate the commencement of the new statutory FCA boundary in phases to tie in with the completion of the construction works for the four sections.

## **FINANCIAL IMPLICATIONS**

11. The estimated capital cost of the remaining part of project 12GB proposed to be upgraded to Category A is \$254 million in money-of-the-day prices. This includes the costs for the security fence, road works, site works, drainage, demolition works as well as furniture and equipment.

## **PUBLIC CONSULTATION**

12. We consulted the LegCo Panel on Security and other relevant parties, including Heung Yee Kuk, the Town Planning Board, the Advisory Council on the Environment, North District Council, Yuen Long District Council, and Ta Kwu Ling, Sha Tau Kok, Sheung Shui, and San Tin Rural Committees, on the results of the FCA review in 2006. We consulted the Panel on the finalized coverage of the reduced FCA in February 2008. We further consulted Heung Yee Kuk and the relevant Rural Committees, including the Ta Kwu Ling, Sha Tau Kok, Sheung Shui and San Tin Rural Committees, in April 2009 and the Panel on Security in May 2009 on the construction works arising from Phase 1 of the project.

13. As for the “Ng Tung River to Lin Ma Hang Section” (i.e. Phase 2 of the project), we consulted Heung Yee Kuk, North District Council and the relevant Rural Committees, including the Ta Kwu Ling Rural Committee

and Sha Tau Kok Rural Committee between January and February 2010 on the construction works concerned. The local communities generally have no objection to the construction project.

## **ENVIRONMENTAL IMPLICATIONS**

14. Project 12GB is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and an Environmental Permit (EP) is required for the construction and operation of the project. The EIA report has concluded that the environmental impact arising from the project can be controlled to within the criteria under the EIA Ordinance and the Technical Memorandum on EIA Process. The Director of Environmental Protection approved the EIA report with conditions on 8 April 2009.

15. The EIA report has pointed out that the large aggregation of wintering waterbirds at the Mai Po Nature Reserve, the fishponds in the Wetland Conservation Area and nearby areas are sensitive to disturbance, especially during winter when a large number of waterbirds are present. To minimize the potential disturbance to this area of high ecological value, the EIA report concludes that construction works using powered mechanical equipment during the wintering period (i.e. from mid-November to mid-March) should be avoided. Hence, we will avoid demolition works for the Mai Po to Lok Ma Chau Control Point Section and the Lok Ma Chau Control Point to Ng Tung River Section during the wintering periods throughout the demolition programme.

16. We will implement the mitigation measures and the environmental monitoring and audit programme during the construction and operation stages of the project as set out in the approved EIA report, such as landscape planting, watering of the site, covering of materials on trucks, and use of silenced construction plant. Two individuals of flora species of interest were identified in the works area and we will provide in-situ preservation and protective fencing to avoid potential impact on these plants.

17. We have considered measures in the planning and design stages to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste on site (e.g. use of excavated materials for

filling within the site) or in other suitable construction sites as far as possible, in order to minimize the disposal of inert construction waste to public fill reception facilities<sup>2</sup>. We will encourage the contractor to maximize the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further minimize the generation of construction waste.

## **LAND ACQUISITION**

18. The construction works for the “Ng Tung River to Lin Ma Hang Section” requires land acquisition. The proposed construction works was published in the Gazette in accordance with the Road (Works, Use and Compensation) Ordinance (Cap.370) in May 2010. We received no objection to the construction works for the SBF and the new section of BPR and PBF to the northwest of Lin Ma Hang. We will resume about 7 763 square metres of private agricultural land and clear 68 800 square metres of government land for the proposed works. The land resumption and clearance will not affect household and temporary domestic structure. We will charge the cost of land resumption and clearance estimated at \$29.28 million to “Head 701 – Land Acquisition”.

19. As for the land required for the part of the project undertaken by DSD, they have published in the Gazette in accordance with the requirements of Cap.370 the construction works for the re-provision of the BPR and PBF as well as the entrusted construction works for the SBF between Ping Yuen River and Pak Fu Shan along the re-provisioned BPR in August 2010. DSD has received a total of eight objections and is in the process of resolving the objections in accordance with the statutory requirements.

## **IMPLEMENTATION PLAN**

20. Subject to DSD’s resolution to the objections received, we plan to seek funding support from the Public Works Subcommittee and funding

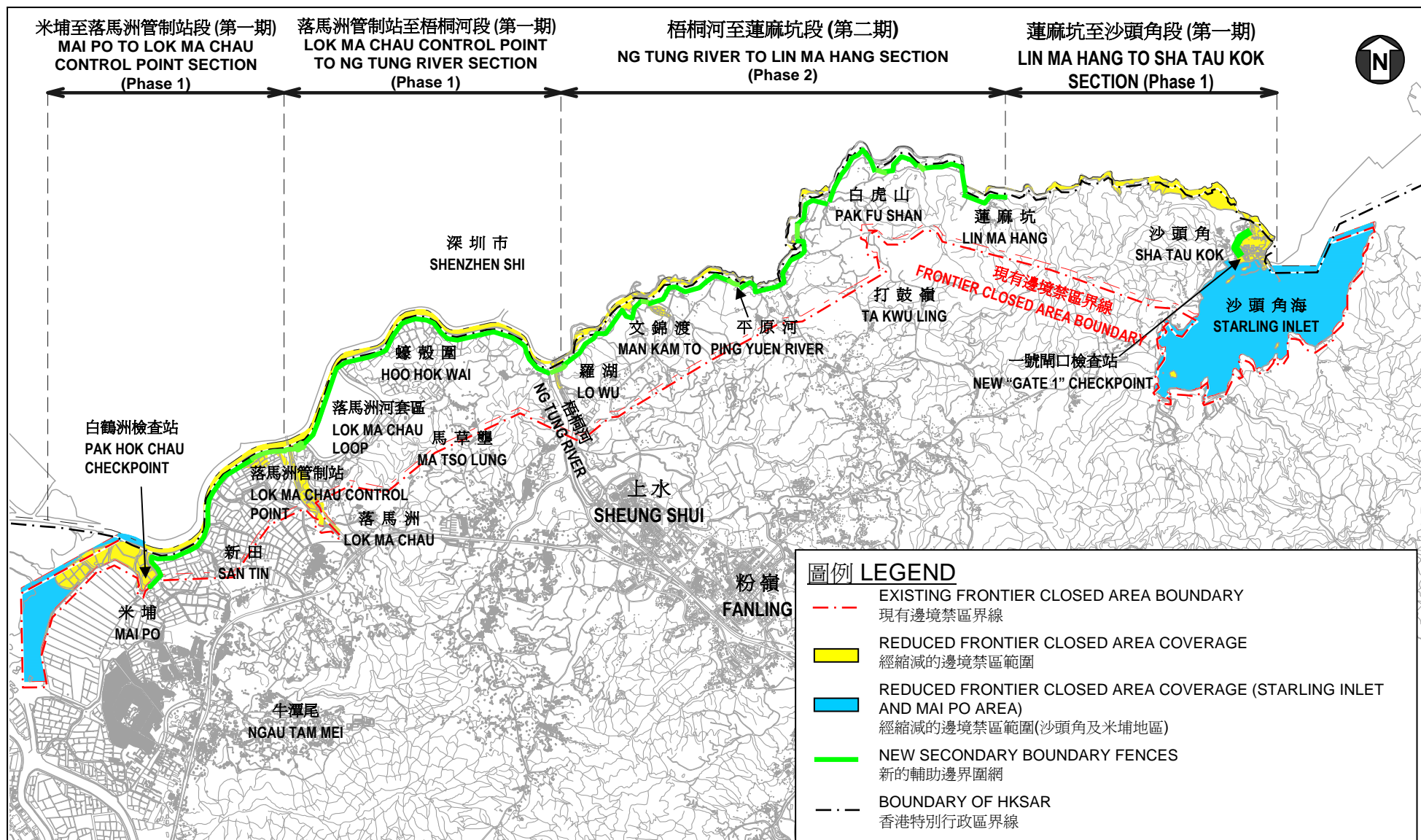
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<sup>2</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

approval of the Finance Committee in June and July 2011 respectively. Subject to funding approval, we plan to start the construction works from the fourth quarter of 2011.

**Security Bureau**  
**April 2011**





PWP No. 12GB

輔助邊界圍網及主圍網和邊界巡邏通路新段建造工程 (第二期)  
CONSTRUCTION OF A SECONDARY BOUNDARY ARISING FROM THE  
REDUCED COVERAGE OF THE FRONTIER CLOSED AREA (PHASE 2)

drawn by 繪圖

Dicky Chan / F Y Wong

date 日期

03/2011

drawing no. 圖則編號

PM/7906/XA001

N.T.S.

approved 覆核

Sammy Yue / Carl Lam

date 日期

03/2011

office 辦事處

PROJECT MANAGEMENT BRANCH 工程策劃管理處

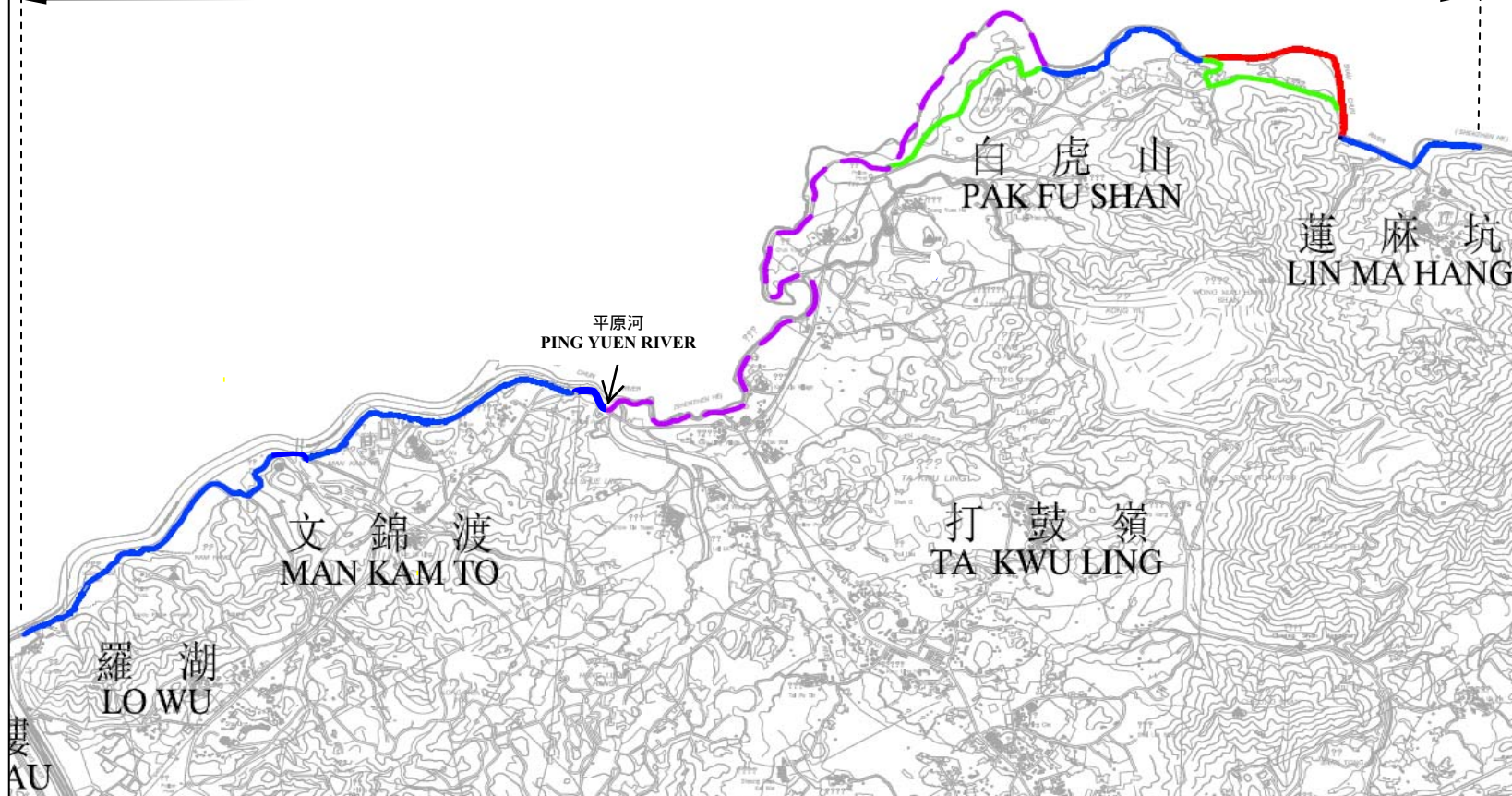


ARCHITECTURAL  
SERVICES

DEPARTMENT 建築署

# Ng Tung River to Lin Ma Hang Section 梧桐河至蓮麻坑段

ENCLOSURE 2



於現有邊界巡邏通路興建的輔助邊界圍網  
SECONDARY BOUNDARY FENCE ALONG  
EXISTING BOUNDARY PATROL ROAD

新的邊界主圍網、輔助邊界圍網及邊界巡邏通路  
NEW BOUNDARY PATROL ROAD WITH PRIMARY AND  
SECONDARY BOUNDARY FENCES

將移除的現有邊界圍網  
EXISTING BOUNDARY FENCE TO BE REMOVED

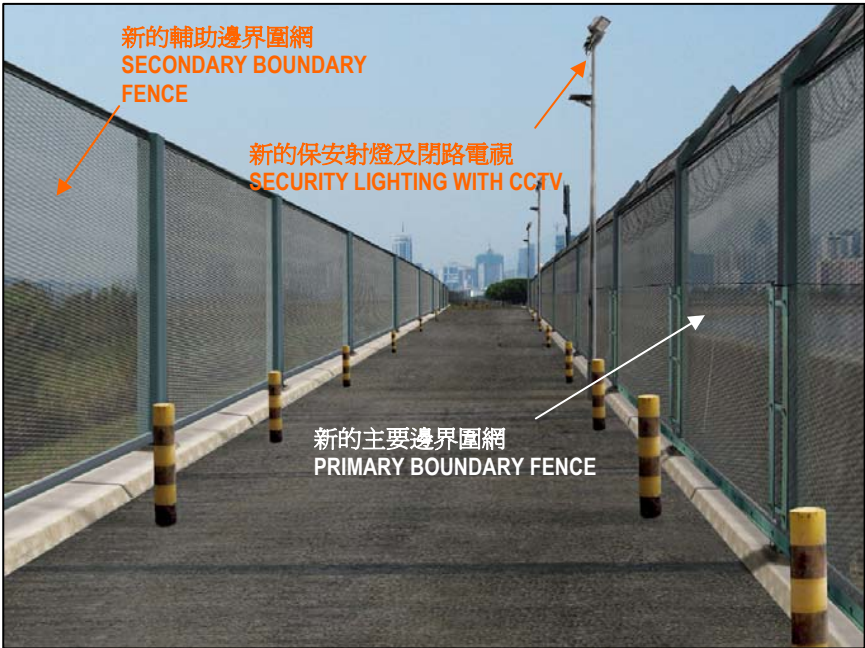
渠務署重新配置的邊界主圍網、輔助邊界圍網及  
邊界巡邏通路  
REALIGNMENT OF BOUNDARY PATROL ROAD AND  
PRIMARY BOUNDARY FENCE AND SECONDARY  
BOUNDARY FENCE BY DRAINAGE SERVICES  
DEPARTMENT



圍網及巡邏通路工程構思圖  
Artist's Impression of the Fence and Road Works



於現有巡邏通路以南興建的輔助邊界圍網  
SECONDARY BOUNDARY FENCE TO BE CONSTRUCTED  
TO THE SOUTH OF EXISTING BOUNDARY PATROL ROAD



新的邊界巡邏通路和主要及輔助邊界圍網  
NEW SECTION OF BOUNDARY PATROL ROAD WITH PRIMARY  
AND SECONDARY BOUNDARY FENCES

PWP No. 12GB  
輔助邊界圍網及主圍網和邊界巡邏通路新段建造工程 (第二期)  
CONSTRUCTION OF A SECONDARY BOUNDARY FENCE AND NEW  
SECTIONS OF PRIMARY BOUNDARY FENCE AND BOUNDARY  
PATROL ROAD (PHASE 2)

drawn by 繪圖  
Dicky Chan / F Y Wong

approved 覆核  
Sammy Yue / Carl Lam

date日期  
03/2011

date日期  
03/2011

drawing no. 圖則編號  
PM/7906/XA003

office 辦事處  
PROJECT MANAGEMENT BRANCH 工程策劃管理處

scale 比例  
N.T.S.



ARCHITECTURAL  
SERVICES  
DEPARTMENT 建築署