

立法會 *Legislative Council*

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Panel on Development

Meeting on 22 November 2011

Updated Background brief on Liantang/Heung Yuen Wai Boundary Control Point

Purpose

This paper provides background information on the development of the Liantang/Heung Yuen Wai Boundary Control Point ("BCP") and summarizes the major views and concerns expressed by the Legislative Council ("LegCo") Members on the BCP project and related issues.

Background

2. In February 2006, the Chief Executive agreed with the Shenzhen ("SZ") Mayor to set up a joint study group to consider the development of a new BCP at Liantang/Heung Yuen Wai ("LT/HYW"). After various studies¹, the Hong Kong Government and the SZ Municipal Government jointly announced the development of the LT/HYW BCP project on 18 September 2008. The detailed planning of the new BCP would proceed on the following basis --

- (a) the new BCP would adopt the separate-location model (兩地兩檢) but design of the control point facilities should maximize convenience to users;

¹ The study reports can be viewed at http://www.pland.gov.hk/pland_en/p_study/comps/LTHYW/en/e_lthyw_01.htm.

- (b) the new BCP on Hong Kong ("HK") side would require resumption of Chuk Yuen Village (竹園村) and a resite area for villagers affected by the project would be provided;
- (c) the connecting road with the new BCP on the HK side would adopt the preferred alignment leading to Tolo Highway in the eastern direction; and
- (d) the design and construction of the new BCP should be packaged with the improvement works of the LT section of the SZ River.

3. The development of the new BCP on the HK side comprises the construction of a BCP with a footprint of about 18 hectares (including an integrated passenger clearance hall), a dual 2-lane trunk road of about 10 km in length, and improvement works to the SZ River of about 4 km in length.

Needs and benefits

4. The Administration foresees that by connecting with the Eastern Corridor (東部過境通道)² in SZ, the new BCP will provide an efficient access to the eastern part of the Guangdong Province, Fujian and Jiangxi via Shenzhen-Huizhou (深惠高速) and Shenzhen-Shantou Expressways (深汕高速). This will significantly shorten the distance between HK and SZ and the nearby provinces, and greatly facilitate future regional cooperation and development. It will also help extend the economic hinterland of HK and SZ and promote regional development.

5. Currently, the overall distribution of cross-boundary vehicular traffic is mainly concentrated in the western part of the territory through the Shenzhen Bay Port and the Lok Ma Chau BCP. According to the Administration, improvement to the two existing BCPs in the east, i.e. Man Kam To and Sha Tau Kok BCPs, could hardly meet the current expectations of travelling convenience and comfort. Besides, the scope for comprehensive upgrading of these BCPs would be very limited due to various constraints. The proposed LT/HYW BCP will satisfy the

² The proposed Eastern Corridor aims to realize the SZ Municipal Government's transport planning principle of "East in-East out" for goods vehicles. It is a dual 3-lane expressway, linking up the proposed BCP at LT/HYW with the existing Shenzhen-Huizhou Expressway (深惠高速) to Huizhou (惠州) and Shenzhen-Shantou Expressway (深汕高速) to Shantou (汕頭).

long-term transport needs and help re-distribute the cross-boundary traffic amongst the crossings in the eastern part of the territories.

6. The Administration estimates that the new BCP will serve cross-boundary goods vehicles (excluding those carrying fresh food, livestock and poultry, which will continue to use Man Kam To BCP) and passengers travelling between HK and SZ East, Huizhou, the eastern part of Guangdong, Jiangxi and Fujian. It is estimated that about 20 600 vehicles and 30 700 passengers per day will be using the new BCP in 2030.

Implementation

7. The Administration's plan is to implement the new BCP together with its connecting road and the SZ River improvement (LT section) in phases. Taking into account the requirement of village resumption and resettlement of villagers and other statutory requirements, the new BCP is expected to be operational in 2018. The total capital cost of the proposed development is estimated to be \$8.6 billion (in September 2007 prices). The project is estimated to incur an additional cost of \$1 billion for land clearance.

8. According to the Administration, during public consultation on the project conducted in 2010, there were requests for the provision of park-and-ride facilities, pick-up and drop-off points for private cars at the new BCP. Local villagers also requested for the provision of facilities to enable their access to the new BCP on foot. The Administration has embarked on a study to look into the provision of such facilities. Moreover, the HK and SZ authorities have co-organized an international competition on the design of the passenger terminal building, and the winning entries were announced in September 2011.

Concerns raised by Members

9. Since the announcement of the LT/HYW BCP project in September 2008, Members have expressed views and concerns on issues related to the project at various meetings of LegCo and its committees, including the debate by LegCo on the 2008-2009 Policy Address; meetings of the Panel on Development ("DEV Panel"), the Public Works Subcommittee and the Finance Committee ("FC") on various funding proposals related to the project in December 2008, April and December 2010, January and February 2011. So far three proposals to upgrade part of the project to

Category A involving investigation and preliminary design for the new BCP, provision of a village resite area with supporting infrastructure at Ta Kwu Ling and a detailed design and ground investigation have been approved by FC. While Members in general indicated support for expediting the construction of the new BCP, they have expressed concerns on the project. Major views and concerns expressed by Members included --

Immigration/customs facilities and services

- (a) the Administration should consider co-location of immigration and customs facilities and providing 24-hour cross-boundary clearance service at the new BCP;
- (b) advanced technology should be applied to the design of the facilities to be provided at the new BCP;

Transport and access issues

- (c) travellers should be able to access the new BCP easily by private cars without being required to hold a Close Area Permit, or by other types of public transport besides railway, such as vans, taxis, coaches;
- (d) there should be sufficient drop-off and pick-up points for vehicles and passengers near the passenger clearance hall;
- (e) sufficient parking spaces should be provided for park-and-ride travellers and a multi-storey carpark should be provided;
- (f) there must be back-up land near all BCPs to facilitate cargo handling for container goods vehicles;
- (g) in view of the potential of the nearby areas to be developed for housing, a dual three-lane road, instead of a two-lane road, should be built to connect the new BCP with the Fanling Highway;
- (h) the Fanling Highway might be overload by the increase in traffic flow arising from operation of the new BCP and the Administration should consider measures to tackle the issue;

- (i) the Administration should study the feasibility of developing a Fanling Bypass to enhance the connectivity between the new BCP and the Fanling North New Development Area;
- (j) the timing of commissioning connecting road networks on both HK and the Mainland sides should tie in with the opening of the new BCP;

Environmental issues

- (k) the Administration should ensure that works associated with site formation for the new BCP and the village resite area, felling and transplanting of trees, as well as the diversion of streams, would not cause environmental damages and flooding;
- (l) transport and associated facilities in relation to the construction of the new BCP should be located away from the village resite area to minimise nuisances that might be caused to the villagers;

Other issues

- (m) the Administration should examine the feasibility of including the 24 households, who had been residing at government-licensed squatters in Chuk Yuen Village for some 20 to 50 years, in the resite area for the village;
- (n) the Administration should phase out existing BCPs with low usage upon the commissioning of the new BCP; and
- (o) the possible existence of artefacts from the late-Qing Dynasty era at Ping Yeung Village, Ta Kwu Ling, might affect the progress of the project.

10. At the LegCo meeting of 11 May 2011, Members passed a motion urging the Administration to improve ancillary facilities at various crossing for the convenience of residents travelling between Guangdong and HK, including expediting the studies on the clearance arrangements at the new BCPs under planning or construction and on the surrounding ancillary facilities. The wording of the motion is in **Appendix I**.

Recent Developments

11. At the policy briefing for the DEV Panel held on 14 October 2011, members noted that the detailed design of the site formation works as well as the connecting road leading to the new BCP had commenced in March 2011, and the construction of the village resite area at Ta Kwu Ling was in full swing, scheduled for completion in early 2012.

12. The Administration will brief the DEV Panel on 22 November 2011 on the latest development of the LT/HYW BPC project and seek funding support for upgrading part of the project to Category A for reprovisioning the boundary patrol road and associated security facilities.

Relevant papers

13. A list of relevant papers is shown in **Appendix II**.

Council Business Division 1
Legislative Council Secretariat
17 November 2011

(Translation)

**Motion on
"Improving ancillary facilities at various crossings for the convenience
of residents travelling between Guangdong and Hong Kong"
moved by Hon Jeffrey LAM Kin-fung
at the Legislative Council meeting of Wednesday, 11 May 2011**

Wording of the Motion

That, since exchanges between Hong Kong and Mainland have become increasingly frequent, the utilization rates of various land boundary control points are rising year by year, with serious congestion in the flows of people and vehicles occurring frequently during peak periods, this Council urges the Administration to adopt the following improvement measures:

- (a) to conduct studies on the acutely uneven utilization rates of boundary control points in Hong Kong at present, put in place different incentive measures to divert cross-boundary travellers and balance the utilization rates of various crossings, and enhance the arrangements for crowd diversion on weekends and during public holidays, so as to shorten the clearance time for residents travelling between Guangdong and Hong Kong;
- (b) to expeditiously discuss with the Mainland Government improvement to the ancillary facilities near various boundary control points, so as to enhance the linkage between the boundary control points and the facilities such as roads and railway lines, etc., and make it more convenient for residents in both places to travel to and from boundary control points; and
- (c) to expedite the studies on the clearance arrangements at the new boundary control points under planning or construction and on the surrounding ancillary facilities, and having regard to demand, launch extension or improvement works, so as to ensure that the new boundary control points can achieve better diversion effect and alleviate congestion at other crossings.

Liantang/Heung Yuen Wai Boundary Control Point

List of relevant papers

Date	Meeting/Event	References
27 May 2008	Panel on Development	Administration's paper -- The work of Hong Kong-Shenzhen Joint Task Force on Boundary District Development (LC Paper No. CB(1)1273/07-08(06)) http://www.legco.gov.hk/yr07-08/english/panels/plw/papers/dev0422cb1-1273-6-e.pdf Minutes http://www.legco.gov.hk/yr07-08/english/panels/plw/minutes/de080527.pdf
2 July 2008	Council Meeting	Hansard -- oral question (No. 5) on "New Liantang-Heung Yuen Wai Boundary Control Point" http://www.legco.gov.hk/yr07-08/english/counmtg/hansard/cm0702-translate-e.pdf
18 September 2008	--	Legislative Council Brief issued by the Administration -- Development of Liantang/Heung Yuen Wai Boundary Control Point http://www.legco.gov.hk/yr07-08/english/panels/plw/papers/dev-dev080918-e.pdf
28 October 2008	Panel on Development	Administration's paper -- Development of Liantang/Heung Yuen Wai Boundary Control Point (LC Paper No. CB(1)90/08-09(05)) http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev1028cb1-90-5-e.pdf

Date	Meeting/Event	References
29 October 2008	Council Meeting -- debate on the Policy Address	Hansard http://www.legco.gov.hk/yr08-09/english/counmtg/hansard/cm1029-translate-e.pdf
3 December 2008	Public Works Subcommittee	Administration's paper -- 13GB Liantang/Heung Yuen Wai Boundary Control Point and associated works (PWSC(2008-09)45) http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p08-45e.pdf Minutes http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20081203.pdf
9 January 2009	Finance Committee	Minutes http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090109.pdf
7 January 2010	House Committee	Administration's paper to the House Committee -- Planning for development of boundary areas between Hong Kong and the Mainland (LC Paper No. CB(2)1047/09-10(01)) http://www.legco.gov.hk/yr09-10/english/hc/papers/hc0107cb2-1047-1-e.pdf
14 April 2010	Public Works Subcommittee	Administration's paper on 13GB -- Liantang/Heung Yuen Wai Boundary Control Point and associated works (PWSC(2010-11)2) http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p10-02e.pdf Minutes http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20100414.pdf

Date	Meeting/Event	References
30 April 2010	Finance Committee	<p>Minutes http://www.legco.gov.hk/yr09-10/english/fc/fc/minutes/fc20100430.pdf</p>
25 May 2010	Panel on Development	<p>Administration's paper -- Development-related Issues under the Framework Agreement on Hong Kong/Guangdong Cooperation (LC Paper No. CB(1)1919/09-10(09)) http://www.legco.gov.hk/yr09-10/english/panels/dev/papers/dev0525cb1-1919-9-e.pdf</p> <p>Minutes http://www.legco.gov.hk/yr09-10/english/panels/dev/minutes/dev20100525.pdf</p>
21 October 2010	Panel on Development	<p>Administration's paper -- Initiatives of the Development Bureau in the 2010-2011 Policy Address and Policy Agenda (LC Paper No. CB(1)40/10-11(01)) http://www.legco.gov.hk/yr10-11/english/panels/dev/papers/dev1021cb1-40-1-e.pdf</p> <p>Minutes http://www.legco.gov.hk/yr10-11/english/panels/dev/minutes/dev20101021.pdf</p>
16 December 2010	Panel on Development	<p>Administration's paper -- 13GB - Liantang/Heung Yuen Wai Boundary Control Point and associated works (LC Paper No. CB(1)735/10-11(06)) http://www.legco.gov.hk/yr10-11/english/panels/dev/papers/dev1216cb1-735-6-e.pdf</p> <p>Minutes http://www.legco.gov.hk/yr10-11/english/panels/dev/minutes/dev20101216.pdf</p>

Date	Meeting/Event	References
17 January 2011	Public Works Subcommittee	Administration's paper -- 13GB -- Liantang/Heung Yuen Wai Boundary Control Point and associated works (PWSC(2010-11)25) http://www.legco.gov.hk/yr10-11/english/fc/pwsc/papers/p10-25e.pdf Minutes http://www.legco.gov.hk/yr10-11/english/fc/pwsc/minutes/pwsc20110117.pdf
23 March 2011	Finance Committee (Special Meeting)	Report of the examination of the Estimates of Expenditure 2011-2012 (Chapter XII: Planning and Lands) http://www.legco.gov.hk/yr10-11/english/fc/fc/minutes/sfc_rpt.pdf
11 May 2011	Council meeting	Hansard (motion debate -- "Improving ancillary facilities at various crossings for the convenience of residents travelling between Guangdong and Hong Kong") http://www.legco.gov.hk/yr10-11/english/counmtg/hansard/cm0511-translate-e.pdf (P. 10364 - P. 10381)
14 October 2011	Panel on Development	Administration's paper -- Initiatives of the Development Bureau in the 2011-2012 Policy Address and Policy Agenda (LC Paper No. CB(1)35/11-12(01)) http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev1014cb1-35-1-e.pdf