

政府總部

發展局

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香港添馬政府總部



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19 February 2013

Clerk to the Finance Committee  
Legislative Council Complex  
1 Legislative Council Road,  
Central, Hong Kong  
(Attn: Mr. Derek Lo)

Dear Mr. Lo,

**Finance Committee**  
**Follow-up to meeting on 11 January 2013**

I refer to your letter of 22 January 2013 to the Secretary for Financial Services and the Treasury regarding the captioned subject.

In discussing the item FCR(2012-13)64 regarding the project **13GB** "Liantang/Heung Yuen Wai Boundary Control Point and associated works" at the above meeting, Members requested the Administration to provide information on the redistribution of the forecast passenger and vehicle traffic on the existing vehicular Boundary Control Points after commissioning of the Liantang/Heung Yuen Wai Boundary Control Point.

The requested information is set out at **Annex** for Members' reference. I should be grateful if you would kindly relay the above information to Members of the Finance Committee for reference.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "C S LIU", with a long horizontal flourish extending to the right.

(C S LIU)  
for Secretary for Development

Encl.

c.c. Hon Tommy Cheung, SBS, JP - Chairman of the Finance Committee  
Secretary for Financial Services and the Treasury (Attn.: Ms Joyce HO)  
Director of Civil Engineering and Development  
Director of Architectural Services

**Finance Committee**  
**Follow-up to meeting on 11 January 2013**

**Information on the forecast passenger and vehicle traffic across the existing Boundary Control Points (BCP) in Lok Ma Chau, Shenzhen Bay, Man Kam To and Sha Tau Kok when the Liantang/Heung Yuen Wai BCP is commissioned to illustrate how the Liantang/Heung Yuen Wai BCP would help ease the pressure on the existing BCPs.**

The proposed Liantang/Heung Yuen Wai (LT/HYW) BCP will be a land-based vehicular BCP between Hong Kong (HK) and Shenzhen (SZ) estimated to handle about 30 000 passenger trips and 17 850 vehicle trips daily in 2030. Both governments have agreed to commence the construction works of the BCP in 2013 for completion and commissioning not later than 2018.

The forecast passenger and vehicular traffic of vehicular BCPs between HK and SZ in 2018 under two scenarios, i.e. with and without LT/HYW BCP are set out in the following tables.

**Forecast daily vehicle trips at vehicular BCPs in 2018**

<b>BCP</b>	<b>without LT/HYW</b>	<b>with LT/HYW</b>
Shenzhen Bay	14 900	13 600
Lok Ma Chau	29 300	25 600
Man Kam To	6 200	4 700
Sha Tau Kok	2 800	2 000
LT/HYW	-	7 700

**Forecast daily passenger trips at vehicular BCPs in 2018**

<b>BCP</b>	<b>without LT/HYW</b>	<b>with LT/HYW</b>
Shenzhen Bay	99 100	97 600
Lok Ma Chau	108 500	97 200
Man Kam To	9 600	9 000
Sha Tau Kok	10 000	7 100
LT/HYW	-	17 500

The LT/HYW BCP will help redistribute the vehicular traffic amongst the boundary crossings and greatly enhance the overall handling capacity and the quality of service of the existing BCPs, particularly those in the east. It could not only help relieve the pressure on the existing two BCPs on the eastern side but also provide a shorter and direct access to eastern SZ, shortening the travelling time between HK and SZ. The LT/HYW BCP will facilitate smooth and efficient people and cargo flows across the boundary and is of strategic importance to support HK's long-term economic growth.