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政府總部
發展局
工務科
香港添馬添美道 2 號
政府總部西翼



Works Branch
Development Bureau
Government Secretariat
West Wing, Central Government Offices,
2 Tim Mei Avenue, Tamar
Hong Kong

本局網址 Our Website: <http://www.devb.gov.hk>

本局檔號 Our Ref. DEVB(CR)(W) 1-150/59

來函檔號 Your Ref.

電話 Tel No.: 3509 8276

傳真 Fax No.: 2810 8502

電郵 E-mail: inco@devb.gov.hk

23 June 2015

Clerk to the Panel on Development
Legislative Council Complex
1 Legislative Council Road,
Central, Hong Kong
(Attn : Mr Daniel Sin)

Dear Mr Sin,

**Finance Committee
Follow-up to Meeting on 5 June 2015
FCR(2015-16)11 and FCR(2015-16)12**

At the meeting of the Finance Committee held on 5 June 2015, a Member requested the Administration to provide detailed information on the economic benefit assessment of the Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) presented at different stages of the project, as well as the terms of reference of the joint Shenzhen and Hong Kong task force and its working group overseeing the LT/HYW BCP. Another Member requested the Administration to provide a list of Category C contractors which had been awarded public works contracts since 2008. In response, we provide below the requested information.

1. Economic Benefit Assessment

Assessment methodology

- 2 -

The LT/HYW BCP will enhance Hong Kong's connectivity with the eastern part of Guangdong and beyond. Its associated connecting road will also help improve the existing road network in the North District. As a whole, the LT/HYW BCP project will bring significant economic benefits to Hong Kong, which can be broadly categorized into direct and indirect benefits –

- (a) direct benefits to passengers and vehicles – mainly reduction of travelling time and saving in vehicle operating cost; and
- (b) indirect benefits to the local economy – facilitation of trade, logistics industries, ancillary/supporting industries and other sectors, etc.

While the direct benefits to passengers and vehicles in (a) above can be readily quantified, the indirect benefits in (b) above are difficult to be accurately quantified. As such, we have adopted a very conservative approach in the economic benefit assessment of the project, which focused on the direct benefits to passengers and vehicles only.

Saving in travelling time

We used the transport model to calculate the travelling time from various zones of Hong Kong to various zones of Guangdong via BCPs by different transport modes. For example, the average travelling time from Tai Po to Longgang without the LT/HYW BCP is about 53 minutes. With completion of the LT/HYW BCP and the associated road infrastructures in Hong Kong and the Mainland, the average travelling time would be shortened to about 31 minutes. The cross-boundary passengers and goods vehicles using the LT/HYW BCP would therefore enjoy saving in travelling time because of the shorter route between Hong Kong and Shenzhen. The cross-boundary passengers and goods vehicles using other BCPs would also enjoy a saving in travelling time because of reduced traffic congestion due to re-distribution of the cross-boundary traffic amongst various BCPs. Besides, the residents in the area of Sha Tau Kok, Ta Kwu Ling and Ping Che would save travelling time by using the connecting road of the LT/HYW BCP to the Fanling Highway.

We could estimate the travelling time saved by cross-boundary passengers, goods vehicles and local residents over a 32-year period from 2018 to 2050 according to the number of passengers and vehicles and travelling time derived from the transport model. This time saving only takes into account the saving on the Hong Kong road network only, and is then converted to monetary terms with reference to the values of time published by the Transport Department.

Saving in vehicle operating cost

Similar to the cross-boundary passengers, the cross-boundary vehicles would also be benefited from a shorter travelling distance. For example, with the LT/HYW BCP and the associated road infrastructures in Hong Kong and the Mainland, the distance from Tai Po to Longgang would be reduced by about 5 kilometres. As a result of a shorter travelling distance with less traffic congestion and higher travelling speed, the cross-boundary vehicles would enjoy a saving in operating cost.

We could estimate the travelling distance saved by cross-boundary vehicles over a 32-year period from 2018 to 2050 according to the number of vehicles and travelling distance derived from the transport model. This saving in travelling distance takes into account the saving on the Hong Kong road network only, and the corresponding saving in vehicle operating cost is estimated with reference to the unit costs published by the Transport Department.

Updating of economic benefit assessment

The first assessment on the economic benefit of the LT/HYW BCP project was carried out under a planning study in 2008. Based on this preliminary study, the quantifiable benefits on the Hong Kong side over a 12-year period (from 2018 to 2030) was estimated to be about \$14.3 billion at 2007 price level.

Subsequently, with updated traffic data based on the amount of time saved for passengers and saving in vehicle operation costs as mentioned above over an extended operation period, we updated the estimation and advised the Panel on Development on 20 November 2012 that the quantifiable benefits on the Hong Kong side over a 32-year period (from 2018 to 2050) would be about \$50 billion at 2010 price level. We further updated the Panel on Development on 27 January 2015 that the quantifiable benefits would be about \$64 billion at 2014 price level.

2. Joint Task Force and Working Group overseeing the LT/HYW BCP

The Hong Kong-Shenzhen Joint Task Force on Boundary District Development (JTF) was set up at the Hong Kong/Shenzhen Co-operation Meeting in December 2007. The JTF is responsible for organizing, supervising and co-ordinating the research work between Hong Kong and Shenzhen on the planning and development of the boundary areas. To take forward the LT/HYW BCP project, the JTF set up a Working Group on the Implementation of LT/HYW BCP (WGI) in September 2008.

- 4 -

In November 2013, the function of the JTF was further extended to the Lok Ma Chau Loop, and was therefore renamed as the Hong Kong-Shenzhen Joint Task Force on Boundary District and Lok Ma Chau Loop Development. The latest terms of reference of the JTF and WGI are attached at **Annex A** (only Chinese version available).

3. Group C contractors been awarded contracts since 2008

The list of Group C contractors which had been awarded public works contracts since 2008 is set out at **Annex B**.

Yours sincerely,



(Francis S H CHAU)
for Secretary for Development

c.c. SFST (Attn.: Ms Jasmine Choi)

附件一

ANNEX A

港深邊界區暨落馬洲河套地區

發展聯合專責小組

工作章程

(一) 職責任務

- 1、 統籌、協調和督促港深兩地有關邊界鄰近地區土地規劃發展的研究工作；
- 2、 就邊界鄰近地區規劃發展專案成立專門工作小組進行專項研究工作，並督促工作小組的研究工作進度；
- 3、 就各工作小組不能解決的問題作出指導或決定；
- 4、 審議各工作小組完成的研究結果；
- 5、 就落馬洲河套地區的重大事項，包括開發、運營和管理，進行協商、探討和決策；
- 6、 磋商落馬洲河套地區的各项土地用途的具體落實安排及機制；
- 7、 督導蓮塘/香園圍口岸工程的實施。

(二) 工作機制

- 1、 聯合專責小組原則上每半年召開一次會議；
- 2、 如有需要，可另行召開會議商討專門議題。

(三) 成員構成

<u>港深邊界區暨落馬洲河套地區發展聯合專責小組</u>	
港方組長：香港發展局局長 副組長：香港發展局常任秘書長	深方組長：深圳市政府副市長 副組長：深圳市政府副秘書長
<u>港方成員</u> 發展局 政制及內地事務局 保安局 規劃署 地政總署 運輸署 路政署 土木工程拓展署 環境保護署 漁農自然護理署 其他部門視情況待定 辦公室 規劃署	<u>深方成員</u> 市政府辦公廳 發展和改革委員會 經濟貿易和資訊化委員會 科技創新委員會 規劃和國土資源委員會 交通運輸委員會 人居環境委員會 教育局 文體旅遊局 口岸辦 法制辦 港澳辦 工務署 深圳海關 出入境檢驗檢疫局 出入境邊防檢查總站 其他部門視情況待定 辦公室 規劃和國土資源委員會

附件一
ANNEX A

蓮塘/香園圍口岸工程實施工作小組 工作章程

(一) 職責任務

1. 按「蓮塘/香園圍口岸前期規劃工作小組」的建議，統籌港深兩地討論並跟進發展蓮塘/香園圍口岸的有關工程事宜；
2. 評估、制定並進行有關發展蓮塘/香園圍口岸的工程及跟進工作，包括口岸的詳細佈局設計、深圳河蓮塘段改造工程、生態及環境影響評估、基建設施以及發展計畫有關工程等；
3. 整理跟進工程研究的結果，提交「港深邊界區發展聯合專責小組」審議；
4. 適時向「港深邊界區發展聯合專責小組」滙報工作進度。

(二) 工作機制

1. 港深雙方可考慮委託研究單位就個別課題進行研究，研究費用由雙方共同分擔；
2. 工程實施小組按工作需要舉行會議。

(三) 成員構成

<u>蓮塘/香園圍口岸工程實施工作小組</u>	
<p>港方組長：</p> <p>土木工程拓展署土木工程處處長</p> <p>副組長：</p> <p>土木工程拓展署土木工程處副處長</p>	<p>深方組長：</p> <p>建築工務署副署長</p> <p>副組長：</p> <p>口岸辦副主任</p>
<p><u>港方成員</u></p> <p>發展局</p> <p>運輸及房屋局</p> <p>保安局</p> <p>土木工程拓展署</p> <p>規劃署</p> <p>運輸署</p> <p>環境保護署</p> <p>渠務署</p> <p>建築署</p> <p>按需要出席</p> <p>政制及內地事務局</p> <p>地政總署</p> <p>漁農自然護理署</p> <p>路政署</p> <p>水務署</p> <p>機電工程署</p> <p>其它部門視情況待定</p>	<p><u>深方成員</u></p> <p>口岸辦</p> <p>發展和改革委員會</p> <p>規劃和國土資源委員會</p> <p>交通運輸委員會</p> <p>水務局</p> <p>人居環境委員會</p> <p>建築工務署</p> <p>深圳海關</p> <p>出入境檢驗檢疫局</p> <p>出入境邊防檢查總站</p> <p>按需要出席</p> <p>公安局</p> <p>住房和建設局</p> <p>農業和漁業局</p> <p>法制辦</p> <p>港澳辦</p> <p>其它部門視情況待定</p>

ANNEX B

No. of Contracts awarded to Group
C Contractors since 2008

Contractor Name	No. of Contracts awarded to Group C Contractors since 2008
1 Able Engineering Company Limited	5
2 ATAL Engineering Limited	1
3 ATAL-Degremont-China State JV	1
4 Cheo Cheung Hing & Company Limited	1
5 Cheung Hing Construction Company Limited	1
6 Chevalier (Construction) Company Limited	2
7 Chevalier (Envirotech) Limited	1
8 China Harbour - China State Joint Venture	1
9 China Harbour Engineering Company Limited	9
10 China Harbour Engineering Company Limited - China Road and Bridge Corporation Joint Venture (CHEC - CRBC JV)	2
11 China International Water & Electric Corporation	2
12 China Road and Bridge Corporation	6
13 China Road and Bridge Corporation - Dix Construction & Transportation Ltd. JV	1
14 China Road and Bridge Corporation - Welcome Construction Company Limited Joint Venture	1
15 China State - ATAL Joint Venture	2
16 China State - Leader Joint Venture	1
17 China State - Shanghai Tunnel JV	1
18 China State - Shut On Joint Venture	1
19 China State Construction Engineering (Hong Kong) Limited	20
20 Chinney Construction Company, Limited	1
21 Chit Cheung Construction Company Limited	2
22 Chiu Hing Construction & Transportation Company Limited	1
23 Chun Wo - CEC Joint Venture	1
24 Chun Wo - China Railway Group Ltd Joint Venture	1
25 Chun Wo - Leader Joint Venture	1
26 Chun Wo Construction and Engineering Company Limited	11
27 Chun Wo-CRGL-MBEC Joint Venture	1
28 CLP Engineering Limited	1
29 CRBC-KADEN Joint Venture	1
30 Dix Construction & Transportation Limited	1
31 Dragages - Bouygues Joint Venture	1
32 Dragages Hong Kong Limited	3
33 Dragages-China Harbour-VSL Joint Venture	1
34 Excel Engineering Company Limited	5
35 Faith Oriental Investment Limited	1
36 Fong Wing Shing Construction Company Limited	1
37 Fook Lee Construction Company Limited	1
38 Gammon - Hip Hing Joint Venture	1
39 Gammon - Leader Joint Venture	1
40 Gammon Construction Limited	8

41	Geotech Engineering Limited	1
42	Hanison Construction Company Limited	1
43	Henryvicy Construction Company Limited	1
44	Hip Hing - Chun Wo Joint Venture	1
45	Hip Hing - Hanison Joint Venture	2
46	Hip Hing Engineering Company Limited	1
47	HITT Holland Institute of Traffic Technology B.V.	1
48	HKPFH Joint Venture	1
49	Hong Kong District Cooling DHY (Dalkin Asia Pte. Ltd / Hip Hing Engineering Company Limited / Young's Engineering Company, Limited) Joint Venture	1
50	Hsin Chong Construction Company Limited	2
51	Hsin Chong Tsun Yip Joint Venture	1
52	Jardine Engineering Corporation, Limited, The	1
53	JSI-AUTOTOI.I. Joint Venture	1
54	Kaden Construction Limited	3
55	Kum Shing (K.F.) Construction Company Limited	1
56	Kwan On - China Geo Joint Venture	1
57	Kwan On - U-Tech Joint Venture	1
58	Kwan On Construction Company Limited	4
59	Lam Construction Company Limited	1
60	Lam Woo & Company Limited	1
61	Lanon Development Limited	1
62	Law Chi Yip Construction Company Limited	1
63	Leader - JEC Joint Venture	2
64	Leader - Sunnic Joint Venture	1
65	Leader - Kaden Joint Venture	1
66	Leader Civil - Richwell Engineering Joint Venture	3
67	Leader Civil Engineering Corporation Limited	1
68	Lee & Co., Engineering Limited	1
69	Leighton - Able Joint Venture	2
70	Leighton - Chun Wo Joint Venture	1
71	Leighton - LNS JV	1
72	Leighton Contractors (Asia) Limited	1
73	Leighton Contractors (Asia) Limited / John Holland Pty Limited	1
74	Leighton Joint Venture	1
75	Mak Hang Kei (Hong Kong) Construction Limited	1
76	Ming Hing Waterworks Engineering Company Limited	6
77	New Concepts Engineering Development Limited	1
78	Oscar Bioenergy Joint Venture	1
79	Pau Y. Construction Company, Limited	5
80	Peako Engineering Co. Limited	1
81	Penta-Ocean - Concentric - Alchemex Joint Venture	1
82	Penta-Ocean - Concentric Joint Venture	2
83	Penta-Ocean - Gitanes Joint Venture	1

84	Penta-Ocean Construction Co., Ltd.	1
85	Follard - CNCEC Joint Venture	1
86	Sang Hing - Kuly Joint Venture	1
87	Sang Hing Civil - Richwell Machinery JV	1
88	Sang Hing Civil Contractors Company Limited	1
89	Shinryo (Hong Kong) Limited	1
90	Shui On Construction Company Limited	5
91	SITA Waste Services Limited and ATAL Joint Venture (SITA ATAL JV)	1
92	Southa Technical Limited	1
93	Sum Kee - CEC Joint Venture	1
94	Sum Kee & Dix Joint Venture	1
95	Sun Fook Kong - Bivater JV	1
96	Sun Fook Kong - Fujita Joint Venture	1
97	Sun Fook Kong (Civil) Limited	2
98	Sun Fook Kong Construction Limited	1
99	Techoy Construction Company Limited	1
100	Top Express Construction Engineering Limited	2
101	UniStress Building Construction Limited	2
102	Vibro Construction Company Limited	1
103	VW-VES (HK) Limited	1
104	W. Hing Construction Company Limited	1
105	Wan Chung Construction Company Limited	2
106	Welcome Construction Company Limited	3
107	Welcome-Vernaltex Joint Venture	1
108	Wo Hing - Penta-Ocean Joint Venture	1
109	Wo Hing Construction Company Limited	4
110	Yau Lee Construction Company Limited	1