

For discussion  
on 19 December 2014

**Legislative Council Panel on Development**

**13GB – Liantang/Heung Yuen Wai Boundary Control Point  
and associated works – construction of  
boundary control point buildings and associated facilities**

**PURPOSE**

Further to the submission of a panel paper reporting the progress of the implementation of the boundary control point buildings and associated facilities on 17 June 2014, we would like to submit this paper to seek Members' support for upgrading **13GB** to Category A at an estimated cost of \$8,811.9 million in money-of-the-day (MOD) prices for carrying out construction of the boundary control point buildings and associated facilities on the Hong Kong side (the Project).

**BACKGROUND AND JUSTIFICATIONS**

2. The Hong Kong Special Administrative Region Government and the Shenzhen Municipal Government jointly announced after the second meeting of the Hong Kong-Shenzhen Joint Task Force on Boundary District Development in September 2008 the implementation of the Liantang/Heung Yuen Wai (LT/HYW) Boundary Control Point (BCP)<sup>1</sup> for operation in 2018. The LT/HYW BCP is designed to handle 30 000 passenger trips and 17 850 vehicle trips daily.

3. Currently, the two BCPs on the eastern side of the New Territories at Man Kam To (MKT) and Sha Tau Kok (STK) are mainly used to access the eastern Shenzhen (SZ) and Guangdong, and all cross-boundary traffic has to travel through congested local roads in Hong Kong (HK) and SZ before joining the respective highway systems. Due to physical constraints, the existing MKT and STK BCPs could hardly be expanded to meet the anticipated future demand for cross-boundary traffic. The proposed BCP will connect with the Shenzhen Eastern Corridor in SZ and will provide an access to eastern

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<sup>1</sup> The LT/HYW BCP is featured in the Framework Agreement of Hong Kong/Guangdong Cooperation signed in April 2010 and included as one of the seven major Hong Kong/Guangdong cooperation projects in the National 12<sup>th</sup> Five-Year Plan.

Guangdong via the Shenzhen-Huizhou and Shenzhen-Shantou Expressways. This will significantly shorten the travelling time between HK/SZ and eastern Guangdong, and southern Fujian and Jiangxi, and greatly facilitate future regional cooperation and development. The proposed BCP will facilitate smooth and efficient people and cargo flows across the boundary, and will play an important strategic role in supporting our long-term economic growth.

4. The proposed BCP will also help re-distribute the cross-boundary traffic amongst the crossings in the east and greatly enhance the overall handling capacity of the BCPs at the eastern side of HK and SZ. With the new connecting road to be constructed to link Fanling Highway and the proposed BCP, the existing road network in the North District as a whole will be improved.

5. The LT/HYW BCP on the Hong Kong side comprises the following scope of works –

- (a) site formation for the BCP and construction of connecting roads;
- (b) BCP buildings and associated facilities;
- (c) improvement of Shenzhen River and reprovisioning of boundary patrol road; and
- (d) reprovisioning of Chuk Yuen Village.

6. We included **13GB** in Category B in July 2008. Since then, we have part-upgraded **13GB** (for items (a), (c) and (d) of paragraph 5 above) to Category A for carrying out the design and construction of site formation, connecting road and the regulation of Shenzhen River to facilitate the commissioning of the BCP in 2018<sup>2</sup>. As regards item (b) above, on 11 January 2013, the Finance Committee (FC) also approved part-upgrading of **13GB** to Category A as **20GB** “Liantang/Heung Yuen Wai Boundary Control Point and associated works – Boundary Control Point buildings and associated facilities – pre-construction consultancy services” at an approved project estimate of \$180 million in MOD prices for carrying out the design and site investigation works for the proposed BCP buildings and the associated facilities. The design works were substantially completed in March 2014. On 17 June 2014, we submitted a discussion paper to the Panel on Development reporting the design progress of the BCP buildings and associated facilities which included the target to invite

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<sup>2</sup> Due to insufficient approved project estimate to cover the cost of the works under **19GB** “Liantang/Heung Yuen Wai Boundary Control Point and associated works – site formation and infrastructure works” (item (a) above), we are seeking to increase in the approved project estimate of **19GB** from \$16,253.2 million by \$8,719.9 million to \$24,973.1 million in MOD prices.

tenders for BCP buildings and associated facilities in Q3 of 2014 with a view to upgrading **13GB** to Category A for commencement of construction in early 2015. The item was not discussed by the Panel on Development during the 2013-14 legislative session due to time constraint. The tender for construction of the BCP buildings and associated facilities was invited on 1 August 2014 and closed on 10 October 2014. The tender assessment is in progress.

## **SCOPE OF THE PROJECT**

7. The proposed scope of works under the BCP project comprises –
- a) passenger-related clearance facilities including passenger terminal building, clearance kiosks and examination facilities for private cars and coaches, the interior fitting-out works for the pedestrian bridge spanning across Shenzhen River, etc.;
  - b) cargo clearance facilities including clearance kiosks for goods vehicles, customs inspection platforms, X-ray vehicle examination buildings, etc.;
  - c) accommodation for and facilities of the government departments providing services in connection with the BCP;
  - d) transport-related facilities inside the BCP including road networks, a public transport interchange, transport drop-off and pick-up areas, vehicle holding areas and associated road furniture etc.;
  - e) a public car park; and
  - f) other ancillary facilities such as sewerage and drainage, building services provisions and electronic systems, associated environmental mitigation measures and landscape works.

———— A location plan, a master layout plan and an artist's impression of the proposed BCP are at **Enclosures 1, 2 and 3** respectively.

8. Subject to approval of the FC, we plan to commence construction in early 2015 for completion of the works under this Project in late 2018.

## **FINANCIAL IMPLICATIONS**

9. We estimate the capital cost of the Project to be \$8,811.9 million in MOD prices.

10. We estimate the annual recurrent expenditure arising from this project to be about \$710 million.

## **PUBLIC CONSULTATION**

11. We consulted the Concern Group on the Construction of Liantang Boundary Control Point under the North District Council on 10 November 2014. While Members raised no objection to the proposed Project, they asked the Administration to keep in view the adequacy of public parking spaces and boundary control facilities in the light of changes in the volume of cross boundary traffic.

## **ENVIRONMENTAL IMPLICATIONS**

12. The LT/HYW BCP and associated works is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and an Environmental Permit is required for the construction and operation of the project. On 24 March 2011, the EIA report for the LT/HYW BCP and associated works was approved with conditions and an EP was issued under EIA Ordinance. The EIA report concluded that the environmental impact of the LT/HYW BCP and associated works could be controlled to within the criteria under EIA Ordinance and the Technical Memorandum on EIA Process.

13. We shall implement the mitigation measures recommended in the approved EIA report for the Project. The key mitigation measure is the provision of landscape features to the BCP. We estimate the cost of implementing the environmental mitigation measures such as the soft landscaping and roof greening works to be around \$41.8 million in September 2014 prices level. We have included this cost in the overall estimate of the Project.

## **HERITAGE IMPLICATIONS**

14. This Project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

## **LAND ACQUISITION**

15. Site formation work is being carried out to meet the construction

schedule of the BCP building works. To implement the Project, no further land acquisition is required.

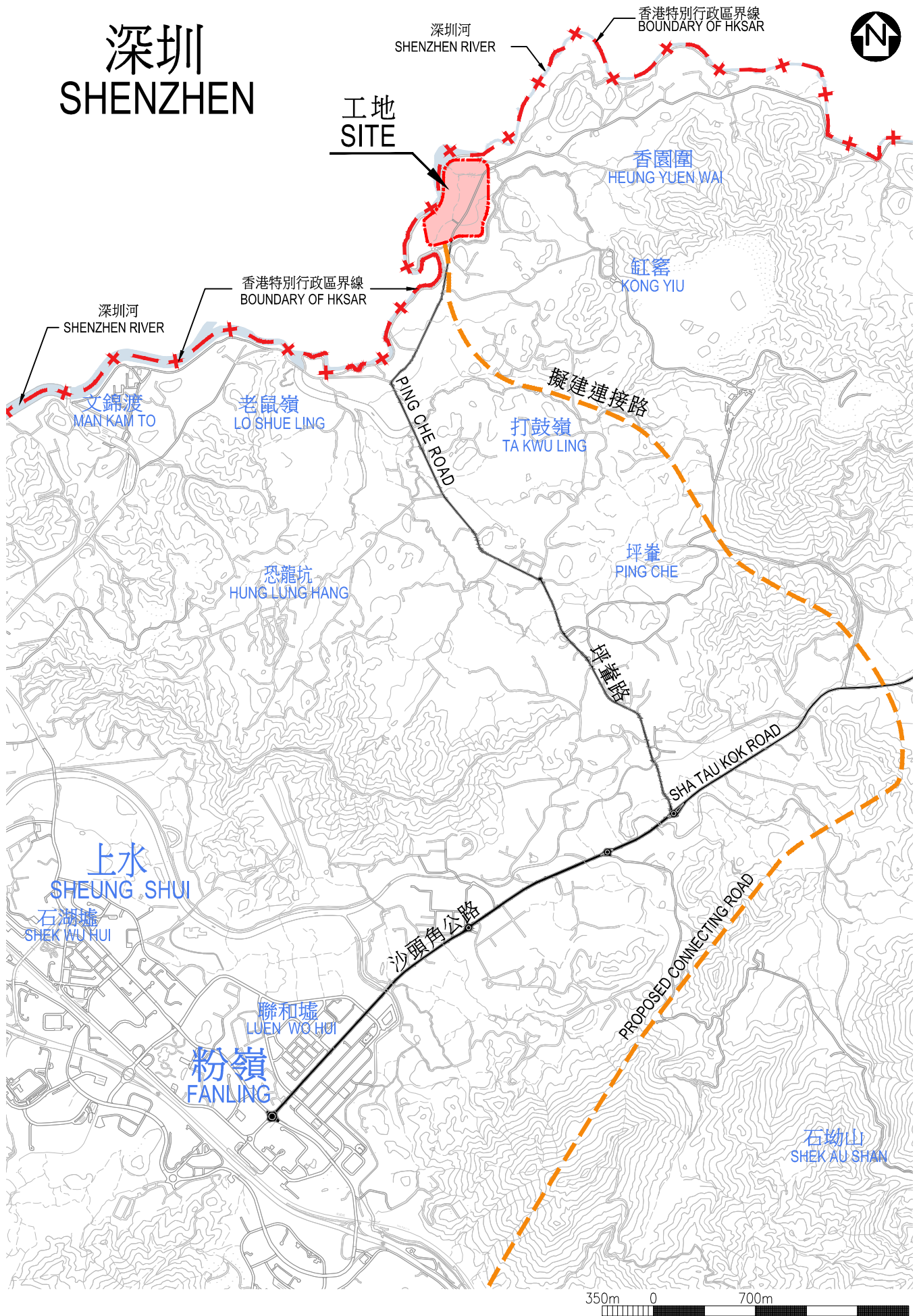
**ADVICE SOUGHT**

16. Members are invited to support this funding application. Subject to Members' views, we plan to submit the funding application to the Public Works Sub-committee and FC in early 2015.

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**Development Bureau  
Architectural Services Department  
December 2014**

# 深圳 SHENZHEN

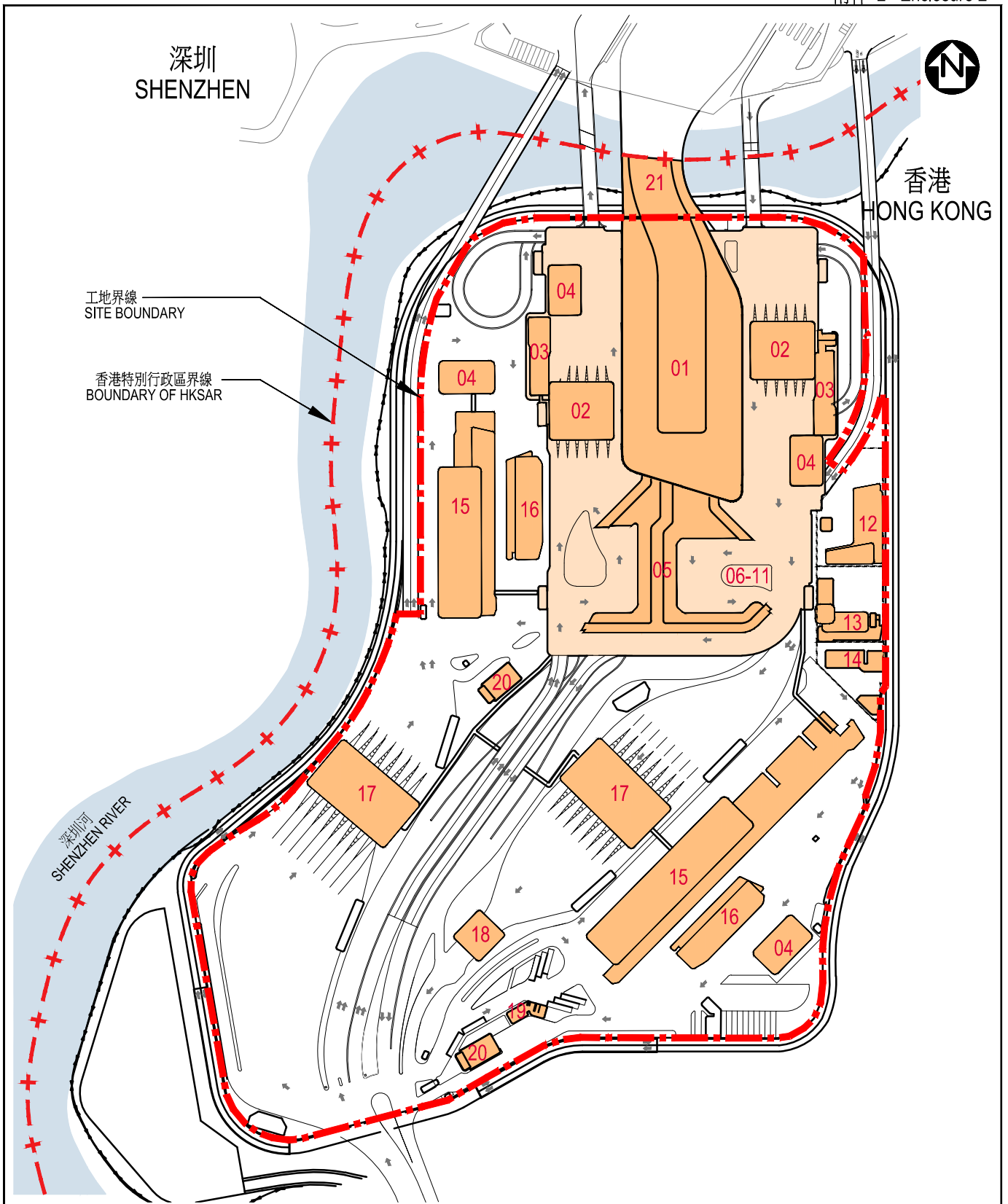


## LOCATION PLAN 工地位置圖

TITLE 項目名稱 13GB  
LIANTANG / HEUNG YUEN WAI  
BOUNDARY CONTROL POINT AND ASSOCIATED WORKS  
蓮塘 / 香園圍口岸與相關工程



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DEPARTMENT 建築署



工地界線  
SITE BOUNDARY

香港特別行政區界線  
BOUNDARY OF HKSAR

深圳河  
SHENZHEN RIVER

圖例: LEGEND:

35m 0 70m

01 旅檢大樓 PASSENGER TERMINAL BUILDING	06 置於平台底層設施 包括公眾停車場及私家車落客處及 公共交通交匯處	16 海關車輛X光檢查大樓 C&ED X-RAY VEHICLE EXAMINATION BUILDING
02 私家車和旅遊巴士清關亭 PRIVATE CAR / COACH CLEARANCE KIOSKS	11 UNDER PODIUM FACILITIES INCLUDE : PUBLIC TRANSPORT INTERCHANGE, PUBLIC CAR PARK & DROP OFF AREA BELOW PODIUM DECK	17 貨車清關亭 CARGO VEHICLE CLEARANCE KIOSKS
03 私家車檢查站 PRIVATE CAR EXAMINATION BUILDING	12 消防局 FIRE STATION	18 警務處車底檢查站 HKPF ENHANCED UNDER VEHICLE SURVEILLANCE STATION
04 海關車輛移動X光檢查站 C&ED MOBILE X-RAY VEHICLE SURVEILLANCE STATION	13 警署 POLICE STATION	19 警務處秤車站 HKPF WEIGH STATION
05 平台層學童過境巴士/旅遊巴士 上落客區連有蓋行人通道 CROSS BOUNDARY SCHOOL BUS / COACH PICK UP / DROP OFF AREA WITH COVERED WALKWAY AT PODIUM LEVEL	14 海關偵緝犬基地 C&ED DETECTOR DOG BASE	20 衛生署滅蟲站 DH DISINSECTION STATION
	15 海關貨物檢查大樓 C&ED CARGO EXAMINATION BUILDING	21 行人橋室內裝修工程 INTERIOR FITTING-OUT WORKS FOR PEDESTRIAN BRIDGE 行人橋會在工程計劃 19 GB 興建 PEDESTRIAN BRIDGE TO BE CONSTRUCTED UNDER PWP ITEM 19GB

MASTER LAYOUT PLAN  
總綱平面圖

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- 旅檢大樓  
Passenger Terminal Building
- 旅遊巴士/學童過境巴士  
上落客處  
Coach/Cross Boundary School  
Bus Pick-up & Drop-off Area
- 公眾停車場  
Public Car Park
- 公共運輸交匯處  
Public Transport Interchange

從西南面俯瞰港方蓮塘/  
香園圍口岸的外觀  
BIRD'S EYE VIEW OF  
THE LIANTANG/HEUNG YUEN WAI  
BOUNDARY CONTROL POINT  
IN HONG KONG  
FROM SOUTH WESTERN DIRECTION

ARTIST'S IMPRESSION  
外觀構思圖

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