

立法會
Legislative Council

LC Paper No. CB(1)354/14-15(04)

Ref: CB1/PL/DEV

Panel on Development

Meeting on 19 December 2014

**Updated background brief on
the Liantang/Heung Yuen Wai Boundary Control Point project**

Purpose

This paper provides background information on the Liantang/Heung Yuen Wai Boundary Control Point ("LT/HYW BCP") project and summarizes the major views and concerns expressed by members of the Panel on Development ("DEV Panel"), the Public Works Subcommittee ("PWSC") and the Finance Committee ("FC") on the project and related issues since the 2010-2011 legislative session.

Background

2. 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. In December 2006, the Hong Kong Special Administrative Region Government ("HKSARG") and the Shenzhen Municipal Government ("SZMG") jointly commissioned a Preliminary Planning Study on Developing the Liantang/Heung Yuen Wai Control Point to examine the need, benefits and functions of a new BCP at LT/HYW. After various studies¹, the two Governments jointly announced

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

in September 2008 the implementation of the LT/HYW BCP project for operation in 2018².

The Liantang/Heung Yuen Wai Boundary Control Point Project

3. According to the Administration, the LT/HYW BCP project comprises the BCP proper, which mainly includes the passenger terminal building, immigration kiosks, public transport interchange and other ancillary facilities, and the connecting road between the BCP proper and Fanling highway. Construction works commenced in April 2013. The BCP is designed for direct vehicular and pedestrian access and adopts the separate-location model for immigration and customs facilities.

4. Since 2009, FC has approved, on the recommendation of PWSC, eight funding proposals, involving a total amount of about \$18.0 billion³, for the project, covering –

	<u>Project Description</u>	<u>\$ million</u>
(a)	Investigation and preliminary design for the BCP	89.0
(b)	Provision of a village resite area with supporting infrastructure at Ta Kwu Ling	51.3
(c)	Detailed design and ground investigation	265.8
(d)	Reprovisioning of a boundary patrol road and associated security facilities	393.5
(e)	Site formation and infrastructure works for the development of the BCP including, among other items, the dual two-lane connecting road, cross boundary bridges, perimeter patrol road with pedestrian subway linking the BCP to Lin Ma Hang Road, etc.	16,253.2

² The project is featured in the Framework Agreement of Hong Kong/Guangdong Cooperation signed in April 2010 and included as one of the seven major cooperation projects in the National 12th Five-Year Plan.

³ In money-of-the-day prices. Same for other funding proposals referred to in this brief.

	<u>Project Description</u>	<u>\$ million</u>
(f)	Provision of special ex-gratia allowance and domestic removal allowance to households affected by land clearance	211.0
(g)	Design and site investigations of the buildings works and the associated facilities such as clearance kiosks, passenger terminal building and halls, cargo processing facilities, transport drop-off and pick-up areas, public carpark etc. of the BCP	180.0
(h)	River regulation works to upgrade the flood protection standard of a section of Shenzhen River between Ping Yuen River and Pak Fu Shan	595.1
	Total:	18,038.9

Proposal to increase the approved project estimate of PWP Item No. 19GB

5. At the meeting of DEV Panel on 7 January 2014, the Administration briefed members on its funding proposal to increase the approved project estimate ("APE") of PWP Item No. 19GB (i.e. item(e) in paragraph 4) ("19GB") by \$8,550.0 million to \$24,803.2 million. Panel members in general did not support the proposed increase and called on the Administration to critically examine whether there were any alternative options.

6. The Administration consulted members at the meetings of DEV Panel on 22 April and 5 May 2014 on a revised proposal, under which the APE of 19GB would increase from \$16,253.2 million by \$8,196.6 million to \$24,449.8 million (vis-à-vis the original proposed cost of \$24,803.2 million). The reduction of \$353.4 million from the original proposed increase (\$8,550.0 million) was a result of updating the provision for price adjustment of the project (19GB) based on the latest price adjustment factors adopted in March 2014. According to the Administration, as the tender prices of the four works contracts under 19GB had been ascertained and the estimated cost of the remaining two works contracts (tenders not yet invited) only constituted a small portion (less than 10%) of the overall project estimate, there was no room for further trimming of the base

estimate and project contingency. After deliberation, DEV Panel supported the submission of the funding proposal to PWSC for consideration⁴. The views and concerns expressed by Panel members on the APE increase were summarized in the ensuing paragraphs.

Need and urgency of the project

7. Considering that the over-concentration of implementation of projects under the Capital Works Programme in recent years might have pushed up the construction prices and that the cost overrun was partly caused by tenderers' higher-than-expected risk assessment to cater for the tight works programme of 19GB, some DEV Panel members urged the Administration to consider delaying the target completion date of the project. Some members opined that the Administration should exercise prudence in deploying public resources in case the utilization of the proposed LT/HYW BCP would turn out to be much lower than that forecast. In considering the urgency to proceed with the construction of the BCP and its economic and social benefits to Hong Kong, the Administration should take into account the handling capacity of the existing BCPs, its policy on overall tourism development and the receiving capacity of Hong Kong.

8. The Administration advised that the construction of the LT/HYW BCP was vital to enhancing the handling capacity of the existing BCPs to cater for the growing cross-boundary travel demand, including the transport need of cross-boundary students. The results of an assessment taken by the Administration had indicated that the quantifiable benefits to be generated by the commissioning of the LT/HYW BCP for Hong Kong on savings in vehicle operation costs and value of time saved for travellers over a 32-year period (from 2018 to 2050) would be in the order of \$50 billion at 2010 prices. Apart from quantifiable economic benefits, with the provision of the proposed connecting road and the new transport interchange, the existing road network in the North East New Territories would be significantly improved. The Administration considered that postponing the construction of worthwhile projects might run the risk of creating a more acute construction peak several years later, which might result in even higher project prices due to an increasing imbalance between the supply of plants and labour to meet the demand.

⁴ At the DEV Panel meeting on 5 May 2014, the question on whether the Panel supported the submission of the revised funding proposal to increase the APE of 19GB to PWSC was put to vote. Twelve members voted for, 11 voted against the question and no one abstained.

Estimation and control of project costs

9. In view of the serious cost overrun of 19GB, members were generally concerned about the accuracy of the Administration's estimation of project costs. Noting that according to the Administration's analysis, the higher-than-expected tender prices were partly due to the poor ground condition encountered for the construction of Lung Shan Tunnel, some members questioned whether the Administration or the consultant for the tunnelling works should be held responsible for failing to apply appropriate techniques to appraise the ground condition. As far as cost control was concerned, there were queries on whether the Administration should commission one single consultant to undertake both the design of a project and the estimation of the project cost.

10. The Administration explained that construction of tunnels was technically complex and demanding in nature. It was not possible for site investigations to provide 100% accurate information on the actual ground condition. While admitting that the estimation for 19GB had failed to grasp the market pulse in 2012 and that the cost overrun of 19GB was undesirable, the Administration asserted that the project cost estimate had been prepared with best information and efforts. Consultants' proposals in respect of the design and budget of the project had been vetted by professional staff of relevant works departments. Moreover, to protect public funds, upon receiving higher-than-expected tender prices of one of the contracts under the project, the Administration had re-packaged the works of the contract with a view to reducing the project costs.

11. On the question whether it was desirable for the Administration to include a provision for price adjustment in the cost estimate for a public works project such as that for 19GB to cater for market fluctuation in labour and material costs, some members opined that the risks of cost fluctuation should not be shouldered entirely by the Administration. Some members were concerned that, as there was a provision for price adjustment in each public works contract, some contractors might submit bids with unreasonably low prices in order to secure the contracts, but asked for additional payments afterwards. They urged the Administration to review the prevailing tendering mechanism in respect of the provision for price adjustment.

The Passenger Terminal Building and associated facilities

12. A funding proposal at an estimated cost of \$180 million to facilitate the Administration to carry out the design and site investigation of the building works and the associated facilities of the LT/HYW BCP (i.e. item(g) in paragraph 4) was approved by FC in January 2013. According to the Administration, following the completion of the works, the construction of the Passenger Terminal Building ("PTB")⁵ and the necessary operational and supporting facilities for use by Government departments and travellers at the BCP would commence in early 2015. Some PWSC members were concerned whether there would be room for future expansion of the PTB, such as reserving space for installation of additional facilities and equipment, to enable the new BCP to cope with any unexpected increase in usage. Some other members stressed the importance to provide adequate facilities for cross-boundary students and car parking spaces.

13. The Administration responded that it would explore during the detailed design stage the possibility of increasing the number of parking spaces as well as the handling capacity of the new BCP, such as by addition of e-channels or converting traditional counters to e-channels, or by adoption of the latest technology to shorten the immigration clearance time. Reviews would be conducted to provide adequate pick-up and drop-off points for cross-boundary student coaches and local school buses.

Other issues

14. During the earlier discussions on the LT/HYW BCP project at the meetings of DEV Panel, PWSC and FC from 2011 to 2013, members have expressed views and concerns on other issues arising from the design and implementation of the project. A summary of the major ones is in **Appendix I**.

⁵ An International Design Ideas Competition for the passenger terminal building of the LT/HYW BCP ("PTB") was jointly organized by the Governments of the HKSAR and Shenzhen with the results announced in September 2011. Both Governments agreed that the design of PTB should be people-oriented and would make reference to the ideas of the winning design with a view to meeting the functional requirements while unifying the outlook style.

Recent Developments

15. The proposal to revise the APE referred to in paragraph 6 was put to PWSC for consideration. At the meeting of PWSC on 26 November 2014, the item was adjourned.

16. The Administration will seek DEV Panel's support at the meeting on 19 December 2014 for the proposal to upgrade PWP Item No. 13GB to Category A for the construction of the buildings and associated facilities of LT/HYW BCP (including cargo clearance facilities, passenger clearance facilities, accommodation for and facilities of Government departments providing services in connection with the BCP, public transport interchange, drop-off and pick-up areas, a public car park, and other ancillary facilities).

17. A list of relevant papers is given in **Appendix II**.

Council Business Division 1
Legislative Council Secretariat
12 December 2014

A summary of LegCo Members' views and concerns expressed during past discussions at the relevant committee meetings on the design and implementation of the Liantang/Heung Yuen Wai Boundary Control Point project

Needs and economic benefits of the project

1. When considering the funding proposals for the project and its associated works, some members queried about the cost-effectiveness of the project given that the estimated sum of direct economic benefits was only about \$14.3 billion (at 2007 prices over a 12-year period from 2018 to 2030).
2. The Administration advised that the BCP would provide a linkage to the Guangdong highway network via the Eastern Corridor⁶ in Shenzhen ("SZ"), resulting in much shorter journey times to major cities in Guangdong, Fujian and Jiangxi. The estimated travelling time from Fanling to Longgang via the LT/HYW BCP is 40% shorter than that via the Man Kam To BCP. According to a relevant assessment in December 2010 taken by the Administration, the quantifiable benefits on the HK side on savings in vehicle operation costs and value of time saved for travellers over a 32-year period (from 2018 to 2050) will be in the order of \$50 billion at 2010 prices.⁷

Projected passenger flow and handling capacity

3. Members expressed concern on how the passenger and vehicular traffic through the existing BCPs would be eased after the LT/HYW BCP was commissioned. Noting that the proposed design handling capacity of the new BCP would be about 30 000 passenger trips and 17 850 vehicle trips daily in 2030, some members questioned whether there would be room for future expansion of the BCP to cope with unexpected increase in the usage.
4. The Administration provided information on the forecast passenger and vehicle traffic across the existing land-based BCPs in 2018 with and without

⁶ The proposed Eastern Corridor is a dual three-lane expressway, linking up the LT/HYW BCP 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).

⁷ Source: LC Paper No. CB(1)198/12-13(01) (<http://www.legco.gov.hk/yr12-13/english/panels/dev/papers/dev1030cb1-198-1-e.pdf>)

(two scenarios) the LT/HYW BCP for members' reference⁸ and ascertained that the new BCP would help relieve the pressure on the existing BCPs. It assured members that it would explore during the detailed design stage the possibility of increasing the handling of passenger flow without physically expanding the BCP, such as by addition of e-channels or by adoption of the latest technology to shorten the immigration clearance time.

Transport and access issues

5. Some members were concerned whether the planned capacity of the road networks near the BCP could cope with the growth in cross-boundary traffic upon the commissioning of the BCP as well as the proposed development of the North East New Territories ("NENT"). They urged the Administration to consider building a dual three-lane road, instead of two-lane, to connect the BCP with the Fanling Highway.

6. The Administration advised that the planning of the territorial transport and the road networks had already taken into account the future territorial-wide transportation demand forecast, including cross-boundary vehicular traffic. The connecting road linking up the BCP with Tolo Highway via Fanling Highway should have adequate capacity to meet the traffic demands of the NENT development. In the Administration's view, since the forecast vehicle/capacity ratio of the BCP connecting road was 0.78, a dual two-lane connecting road would have sufficient capacity to cater for future developments. The Administration assured members that it would monitor the traffic situation on an ongoing basis and implement mitigating measures to deal with traffic congestion that might be caused by the commissioning of the BCP.

7. According to the Administration, the BCP would be the first HK/SZ land-based BCP with direct access facilities including a pedestrian subway linking the BCP and the adjacent Lin Ma Hang Road, a public carpark, pick-up/drop-off areas and a public transport interchange. Members were generally concerned whether the number of car parking spaces at the BCP, planned to be 400, would be sufficient to meet the public demand. Some members highlighted the North District Council's request for the provision of adequate pick-up and drop-off areas for cross-boundary school buses at the BCP.

8. The Administration advised that, as recommended in the relevant consultancy study, the provision of about 400 parking spaces at the public

⁸ The forecast data are provided in the Annex to LC Paper No. FC103/12-13(01) (<http://www.legco.gov.hk/yr12-13/english/fc/fc/papers/fc0111fc-103-1-e.pdf>).

carpark in the BCP should be adequate. Sufficient pick-up and drop-off areas for cross-boundary school buses had already been planned at the podium level of the BCP. The Administration undertook to explore the possibility of increasing the number of parking spaces and review the demand for pick-up and drop-off points during the detailed design stage.

Entrustment of part of the works to the Shenzhen Municipal Government

9. Noting that the Administration would entrust the design of the four vehicular bridges and one pedestrian bridge over the Shenzhen River connecting the BCPs of the HK and SZ sides and the construction of part of the HK portion of the bridges to SZMG, some members enquired about the cost sharing arrangements. Some expressed concern on whether the design and construction of the works entrusted to SZMG would meet the HK established standards and whether HK construction workers would be employed for the project.

10. The Administration advised that although the actual cost of the bridges was not yet available as the SZ side had not commenced the design of the bridges, the cost would be fairly shared between the two sides. The entrusted works would be subject to the monitoring of a Joint Working Group formed by HKSARG and SZMG. SZMG would be requested to deliver the construction contract through an open tender, thus giving a fair chance for contractors and construction workers in HK to take part in the project.

Compensation and rehousing arrangements

11. A village resite area will be provided at Ta Kwu Ling ("Village Resite Area") with supporting infrastructure for the indigenous villagers ("IVs") of Chuk Yuen Village, who are affected by the BCP project. Works for the Village Resite Area started in August 2010 and were basically completed in April 2012. The Administration has offered, as an alternative to existing rehousing arrangements⁹, a "Cottage House Option" to "non-IVs" of the Village¹⁰. Furthermore, the Administration will provide special ex-gratia

⁹ Under the prevailing policy, non-IVs who are long-term residents alongside the IVs within the village environs of Chuk Yuen Village are only eligible for rehousing to public rental housing upon meeting the comprehensive means test, or interim housing, or Ex-gratia Allowance for Permitted Occupiers in lieu of interim housing, or in the case of genuine farmers, the agricultural resite arrangement.

¹⁰ Under the Cottage House Option, non-IVs may purchase suitable agricultural land in the Extended Village Area adjoining the Village Resite Area and apply to the Lands Department for building a 2-storey domestic structure with a maximum roofed-over area of 500 square feet per floor on their purchased private agricultural land by way of an in-situ land exchange, subject to their paying the full market value premium for the land exchange.

allowances to households affected by the clearance exercise for the BCP project¹¹.

12. Some members asked if the special rehousing arrangements such as the "Cottage House Option" and the special ex-gratia allowances adopted in the case of Chuk Yuen Village would apply to other major development projects. The Administration advised that the "Cottage House Option" would not automatically apply to other public works projects. Nonetheless, it admitted that there was room for improvement with the compensation and rehousing arrangements provided for clearerees affected by the Government's development clearance exercises. On 22 July 2013, the Administration consulted DEV Panel on a proposal to enhance the general ex-gratia compensation and rehousing arrangements to be offered to eligible clearerees affected by such exercises¹². The proposal was endorsed by FC on 6 December 2013.

13. As regards the ex-gratia compensation for owners of agricultural land affected by the project, there were concerns that the compensation, at a high rate of \$8,460 per square metre, might mostly go to the pockets of the developers who had purchased such land in the area, but not to the original land owners. The Administration was urged to review the compensation arrangements and ensure that they would be formulated and implemented in a fair and transparent manner.

Housing development in the vicinity

14. Given that the BCP would be served by new transport networks, some members urged the Administration to explore the feasibility of developing housing in the vicinity of the BCP. While agreeing that land development near the BCP should be explored, the Administration advised that public views supporting the conservation of the ecological environment in the area had to be taken into account.

¹¹ At the meeting of the Panel on Development on 24 April 2012, the Administration announced that it would provide qualified households affected by the clearance a special ex-gratia cash allowance ("EGCA") each at a maximum amount of \$600,000, subject to their satisfying the eligibility criteria. In addition, all households affected by the BCP project and covered by the pre-clearance surveys would be eligible for the domestic removal allowance ranging approximately from \$3,000 to \$12,000. The Secretary for Development had been authorized to determine whether the households that did not fully comply with the eligibility criteria would be offered a reduced EGCA.

¹² The details are in LC Paper No. CB(1)1543/12-13(02) (<http://www.legco.gov.hk/yr12-13/english/panels/dev/papers/dev0722cb1-1543-2-e.pdf>).

Appendix II

Liantang/Heung Yuen Wai Boundary Control Point project

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" (p. 9868 - p. 9875) 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 Minutes http://www.legco.gov.hk/yr08-09/english/panels/dev/minutes/dev20081028.pdf

Date	Meeting/Event	References
3 December 2008	Public Works Subcommittee	<p>Administration's paper -- HEAD 705 -- Civil Engineering -- Support -- Boundary facilities (other than road works) -- 13GB -- Liantang/Heung Yuen Wai Boundary Control Point and associated works (PWSC(2008-09)45)</p> <p>http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p08-45e.pdf</p> <p>Minutes</p> <p>http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20081203.pdf</p>
9 January 2009	Finance Committee	<p>Minutes</p> <p>http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090109.pdf</p>
7 January 2010	House Committee	<p>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))</p> <p>http://www.legco.gov.hk/yr09-10/english/hc/papers/hc0107cb2-1047-1-e.pdf</p>
14 April 2010	Public Works Subcommittee	<p>Administration's paper -- HEAD 705 -- Civil Engineering -- Support -- Boundary facilities (other than road works) -- 13GB -- Liantang/Heung Yuen Wai Boundary Control Point and associated works (PWSC(2010-11)2)</p> <p>http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p10-02e.pdf</p> <p>Administration's follow-up paper (LC Paper No. PWSC59/09-10)</p> <p>http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/pwsc0414pwsc-59-e.pdf</p> <p>Minutes</p> <p>http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20100414.pdf</p>

Date	Meeting/Event	References
30 April 2010	Finance Committee	Minutes http://www.legco.gov.hk/yr09-10/english/fc/fc/minutes/fc20100430.pdf
25 May 2010	Panel on Development	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 Minutes http://www.legco.gov.hk/yr09-10/english/panels/dev/minutes/dev20100525.pdf
21 October 2010	Panel on Development	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 Minutes http://www.legco.gov.hk/yr10-11/english/panels/dev/minutes/dev20101021.pdf
16 December 2010	Panel on Development	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 Minutes http://www.legco.gov.hk/yr10-11/english/panels/dev/minutes/dev20101216.pdf
17 January 2011	Public Works Subcommittee	Administration's paper -- HEAD 705 -- Civil Engineering -- Support -- Boundary facilities (other than road works) -- 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

Date	Meeting/Event	References
		<p>Minutes http://www.legco.gov.hk/yr10-11/english/fc/pwsc/minutes/pwsc20110117.pdf</p>
23 March 2011	Finance Committee (Special Meeting)	<p>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</p>
11 May 2011	Council meeting	<p>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)</p>
14 October 2011	Panel on Development	<p>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</p> <p>Minutes http://www.legco.gov.hk/yr11-12/english/panels/dev/minutes/dev20111014.pdf</p>
22 November 2011	Panel on Development	<p>Administration's paper -- Progress report on the development of Liantang/Heung Yuen Wai Boundary Control Point (LC Paper No. CB(1)346/11-12(04)) http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev1122cb1-346-4-e.pdf</p> <p>Administration's follow-up paper (LC Paper No. CB(1)611/11-12(01)) http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev1122cb1-611-1-e.pdf</p> <p>Minutes http://www.legco.gov.hk/yr11-12/english/panels/dev/minutes/dev20111122.pdf</p>

Date	Meeting/Event	References
14 December 2011	Public Works Subcommittee	<p>Administration's paper -- HEAD 701 -- Land Acquisition -- Subhead 1100CA -- Compensation and ex-gratia allowances in respect of projects in the Public Works Programme/HEAD 705 -- Civil Engineering -- Support -- Boundary facilities (other than road works) -- 13GB -- Liantang/Heung Yuen Wai Boundary Control Point and associated works (PWSC(2011-12)37)</p> <p>http://www.legco.gov.hk/yr11-12/english/fc/pwsc/papers/p11-37e.pdf</p> <p>Minutes</p> <p>http://www.legco.gov.hk/yr11-12/english/fc/pwsc/minutes/pwsc20111214.pdf</p>
6 January 2012	Finance Committee	<p>Administration's paper -- Recommendations of the Public Works Subcommittee on Public Works Programme and Capital Subvention Projects (FCR(2011-12)63)</p> <p>http://www.legco.gov.hk/yr11-12/english/fc/fc/papers/f11-63e.pdf</p>
24 April 2012	Panel on Development	<p>Administration's paper -- Liantang/Heung Yuen Wai Boundary Control Point and associated works -- Site formation and infrastructure works (LC Paper No. CB(1)1607/11-12(04))</p> <p>http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev0424cb1-1607-4-e.pdf</p> <p>Minutes</p> <p>http://www.legco.gov.hk/yr11-12/english/panels/dev/minutes/dev20120424.pdf</p>
25 April 2012	Council Meeting	<p>Hansard -- written question (No. 7) on "Removal and resite of Chuk Yuen Village" (p. 8645 – p. 8648)</p> <p>http://www.legco.gov.hk/yr11-12/english/counmtg/hansard/cm0425-translate-e.pdf</p>

Date	Meeting/Event	References
30 May 2012	Public Works Subcommittee	<p>Administration's paper -- HEAD 705 -- Civil Engineering -- Support -- Boundary facilities (other than road works) -- 13GB -- Liantang/Heung Yuen Wai Boundary Control Point and associated works (PWSC(2012-13)26) http://www.legco.gov.hk/yr11-12/english/fc/pwsc/papers/p12-26e.pdf</p> <p>Administration's paper -- HEAD 701 -- Land acquisition -- Civil Engineering -- Land acquisition -- 36CA -- Special ex-gratia payments in relation to the Liantang/Heung Yuen Wai Boundary Control Point Project (PWSC(2012-13)27) http://www.legco.gov.hk/yr11-12/english/fc/pwsc/papers/p12-27e.pdf</p> <p>Administration's follow-up paper on 13GB -- Liantang/Heung Yuen Wai Boundary Control Point and associated works (LC Paper No. PWSC75/11-12) http://www.legco.gov.hk/yr11-12/english/fc/pwsc/papers/pwsc0530pwsc-75-e.pdf</p> <p>Minutes http://www.legco.gov.hk/yr11-12/english/fc/pwsc/minutes/pwsc20120530.pdf</p>
13 July 2012	Finance Committee	<p>Administration's paper -- Recommendation of the Public Works Subcommittee on Public Works Programme and Capital Subvention Projects (FCR(2012-13)47) http://www.legco.gov.hk/yr11-12/english/fc/fc/papers/f12-47e.pdf</p> <p>Minutes http://www.legco.gov.hk/yr11-12/english/fc/fc/minutes/fc20120713.pdf</p>

Date	Meeting/Event	References
30 October 2012	Panel on Development	<p>Administration's paper -- Liantang/Heung Yuen Wai Boundary Control Point and associated works (LC Paper No. CB(1)61/12-13(03)) http://legco.gov.hk/yr12-13/english/panels/dev/papers/dev1030cb1-61-3-e.pdf</p> <p>Minutes http://legco.gov.hk/yr12-13/english/panels/dev/minutes/dev20121030.pdf</p> <p>Administration's follow-up paper on Liantang/Heung Yuen Wai Boundary Control Point and associated works (LC Paper No. CB(1)198/12-13(01)) http://www.legco.gov.hk/yr12-13/english/panels/dev/papers/dev1030cb1-198-1-e.pdf</p>
28 November 2012	Public Works Subcommittee	<p>Administration's paper -- HEAD 703 -- Buildings -- Support -- Boundary facilities (other than road works) -- 13GB -- Liantang/Heung Yuen Wai Boundary Control Point and associated Works (PWSC(2012-13)37) http://legco.gov.hk/yr12-13/english/fc/pwsc/papers/p12-37e.pdf</p> <p>Minutes http://legco.gov.hk/yr12-13/english/fc/pwsc/minutes/pwsc20121128.pdf</p> <p>Administration's follow-up paper (LC Paper No. PWSC19/12-13(01)) http://www.legco.gov.hk/yr12-13/english/fc/pwsc/papers/pwsc1128pwsc-19-1-e.pdf</p>
11 January 2013	Finance Committee	<p>Minutes http://www.legco.gov.hk/yr12-13/english/fc/fc/minutes/fc20130111.pdf</p> <p>Administration's follow-up paper (LC Paper No. FC103/12-13(01)) http://www.legco.gov.hk/yr12-13/english/fc/fc/papers/fc0111fc-103-1-e.pdf</p>

Date	Meeting/Event	References
5 February 2013	Public Works Subcommittee	<p>Administration's paper -- HEAD 705 -- Civil Engineering -- Support -- Boundary facilities (other than road works) -- 13GB -- Liantang/Heung Yuen Wai Boundary Control Point and associated works (PWSC(2012-13)49) http://www.legco.gov.hk/yr12-13/english/fc/pwsc/papers/p12-49e.pdf</p> <p>Minutes http://www.legco.gov.hk/yr12-13/english/fc/pwsc/minutes/pwsc20130205.pdf</p> <p>Administration's follow-up paper (LC Paper No. PWSC36/12-13(01)) http://www.legco.gov.hk/yr12-13/english/fc/pwsc/papers/pwsc0205pwsc-36-1-e.pdf</p>
15 March 2013	Finance Committee	<p>Minutes http://www.legco.gov.hk/yr12-13/english/fc/fc/minutes/fc20130315.pdf</p>
22 October 2013	Panel on Development	<p>Administration's paper on "Proposed retention of the three supernumerary posts of one Government Engineer/Government Architect (D2) and two Chief Engineers (D1) in the Civil Engineering and Development Department for five years with effect from 1 April 2014" (LC Paper No. CB(1)65/13-14(03)) http://www.legco.gov.hk/yr13-14/english/panels/dev/papers/dev1022cb1-65-3-e.pdf</p> <p>Minutes http://www.legco.gov.hk/yr13-14/english/panels/dev/minutes/dev20131022.pdf</p> <p>Administration's follow-up paper (LC Paper No. CB(1)236/13-14(01)) http://www.legco.gov.hk/yr13-14/english/panels/dev/papers/dev1022cb1-236-1-e.pdf</p>

Date	Meeting/Event	References
12 November 2013	Public Works Subcommittee	Administration's paper on Estimation of Project Cost (PWSCI(2013-14)10) http://www.legco.gov.hk/yr13-14/english/fc/pwsc/papers/pi13-10e.pdf
13 November 2013	Establishment Subcommittee	Administration's paper -- HEAD 33 -- Civil Engineering and Development Department -- Subhead 000 Operational Expenses (EC(2013-14)5) http://www.legco.gov.hk/yr13-14/english/fc/esc/papers/e13-05e.pdf
7 January 2014	Panel on Development	Administration's paper -- Liantang/Heung Yuen Wai Boundary Control Point and associated works -- Site formation and infrastructure works (LC Paper No. CB(1)638/13-14(01)) http://www.legco.gov.hk/yr13-14/english/panels/dev/papers/dev0107cb1-638-1-e.pdf Minutes http://www.legco.gov.hk/yr13-14/english/panels/dev/minutes/dev20140107.pdf
22 April and 5 May 2014	Panel on Development	Administration's paper -- Liantang/Heung Yuen Wai Boundary Control Point and associated works -- Site formation and infrastructure works (LC Paper No. CB(1)1248/13-14(08)) http://www.legco.gov.hk/yr13-14/english/panels/dev/papers/dev0422cb1-1248-8-e.pdf Administration's follow-up paper (LC Paper No. CB(1) 1444/13-14(01)) http://www.legco.gov.hk/yr13-14/english/panels/dev/papers/dev0505cb1-1444-1-e.pdf
24 June 2014	Panel on Development	Administration's paper -- Liantang/Heung Yuen Wai Boundary Control Point and associated works -- Progress update for buildings and associated facilities (LC Paper No. CB(1)1623/13-14(07)) http://www.legco.gov.hk/yr13-14/english/panels/dev/papers/dev0624cb1-1623-7-e.pdf

Date	Meeting/Event	References
		(Due to time constraints, the paper was not discussed at the meeting.)
29 October 2014	Council Meeting	Written question (No. 16) on "Major infrastructure projects" http://www.info.gov.hk/gia/general/201410/29/P201410290463.htm