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27 January 2015

Clerk to the Panel on Development
Legislative Council Complex
1 Legislative Council Road,
Central, Hong Kong
(Attn: Ms. Sharon Chung)

Dear Ms Chung,

Panel on Development
Follow-up to meeting on 5 January 2015
CB(1)354/14-15(03)

In considering the paper on the PWP Item No. **13GB** "Liantang/Heung Yuen Wai Boundary Control Point and associated works - construction of boundary control point buildings and associated facilities" at the above meeting, Members requested the Administration to provide further project information on details of design and works items associated with the whole Liantang/Heung Yuen Wai Boundary Control Point (BCP) project, an updated forecast of the numbers of daily passenger and vehicle trips of the proposed BCP, and the economic benefits of the project.

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

Yours sincerely,

(Francis S H CHAU)
for Secretary for Development

cc Director of Civil Engineering and Development
Director of Architectural Services

Panel on Development
Follow-up to meeting on 5 January 2015
CB(1)354/14-15(03)

(a) **Given that the project to develop the Liantang/Heung Yuen Wai Boundary Control Point ("LT/HYW BCP") comprised various parts/items, a list of these parts/items, their respective details including the scope and progress, the original and updated cost estimates, and reasons for the difference between the two estimates, if any;**

The relevant project information is given at **Enclosure 1**.

(b) **The estimated expenditure for operating and maintaining LT/HYW BCP, including staff cost;**

The details of the estimated expenditure for operating and maintaining the LT/HYW BCP (i.e. the annual recurrent expenditure) are also shown at **Enclosure 1**.

(c) **Taking into account the information in (a) as well as the recurrent expenditure arising from the project, the estimated cost per vehicle trip and per passenger trip;**

The total project estimate and the recurrent expenditure of the whole LT/HYW BCP are shown at **Enclosure 1** whereas the details of the economic benefits of the project are given in paragraph (f) below. The LT/HYW BCP is designed to handle 30 000 passenger trips and 17 850 vehicle trips daily. As the BCP handles both passengers and vehicles, and the passenger/vehicle trips would vary with time, it would not be practicable to determine the "estimated cost per vehicle trip and per passenger trip". Such estimated cost, even if determined, may not be meaningful.

(d) **An updated forecast of numbers of daily passenger and vehicle trips using LT/HYW BCP during a certain period after its commissioning, with a breakdown by vehicle types including private cars, coaches, school buses, goods vehicles, etc; and in light of the above information, the projected utilization of LT/HYW BCP;**

Please refer to paragraph (e) below.

(e) **An updated forecast of numbers of daily passenger and vehicle trips using the existing BCPs and their utilization after the**

commissioning of LT/HYW BCP;

In response to members' request raised at the Finance Committee (FC) meeting on 11 January 2013, we provided the FC on 19 February 2013 the following information on the daily forecast passenger and vehicle trips in the existing vehicular boundary control points after commissioning of the LT/HYW BCP.

Boundary Control Point	Passengers/day	Vehicles/day
Shenzhen Bay	97 600	13 600
Lok Ma Chau	97 200	25 600
Man Kam To	9 000	4 700
Sha Tau Kok	7 100	2 000
LT/HYW	17 500	7 700

Of the 7 700 vehicles/day using the LT/HYW BCP at the early stage of its commissioning, 1 200 are private cars, 500 are coaches/shuttles and the remaining 6 000 are goods vehicles.

The trips using the LT/HYW BCP will thereafter increase to the design capacity of 30 000 passenger trips and 17 850 vehicle trips daily by around 2030.

Planning Department's latest assessment indicates that the above forecast daily passenger and vehicle trips using the LT/HYW BCP at the early stage of its commissioning and in 2030 still largely remain valid.

(f) An updated analysis of the benefits of the LT/HYW BCP project, in quantitative and qualitative (non-quantitative) terms, to Hong Kong;

The economic benefits could be in terms of quantifiable and non-quantifiable benefits as follows-

Quantifiable benefits

In response to members' request raised at the Panel on Development meeting on 30 October 2012, we provided to the Panel on Development on 20 November 2012 that the quantifiable benefits on the Hong Kong (HK) side on savings in vehicle operation costs and value of time saved for travellers over a 32-year period (from 2018 to 2050) would be about $50 billion at 2010 prices. Based on the updated price level, the updated quantifiable benefits on the same would be

about $64 billion at 2014 prices.

Non-quantifiable benefits

The LT/HYW BCP would have a substantive strategic value and bring about non-quantifiable benefits such as extending the economic hinterland of HK by enhancing HK's connection with eastern Guangdong. With the new BCP, we anticipate closer economic ties which will be beneficial to HK's external trade and logistics industries, as well as the ancillary/supporting industries.

Other non-quantifiable benefits of the LT/HYW project also include the overall improvement to the existing road network in the North District upon completion of the new connecting road linking Fanling Highway and the proposed BCP. This connecting road will form part of the essential infrastructures serving the planned housing development at Queen's Hill as well as other potential long-term developments, if any, in the New Territories North currently under feasibility study.

(g) A list of development and infrastructure projects underway, to be implemented or under planning that would be undertaken in New Territories North East such as Kwu Tung, Fanling, etc. and in the vicinity of LT/HYW BCP; the details of these projects including the scope, progress, the approved funding commitment, if any, the categories of the projects (say, category A or B) under the Capital Works Programme; and

A list of public works projects in the North District under detailed design and construction stages is shown at **Enclosure 2**.

(h) The current average daily vehicular traffic using the HK-Shenzhen Western Corridor (深港西部通道); a comparison of the figure with the Administration's original estimate.

From January to July 2014, the average daily cross-boundary vehicular and passenger flows of the HK-Shenzhen Western Corridor were about 10 100 vehicles and 98 100 passengers. The daily cross-boundary vehicular and passenger flows were originally estimated to be 29 800 vehicles and 30 800 passengers during the initial period of the opening of the HK-Shenzhen Western Corridor, increasing to some 60 300 vehicles and 61 300 passengers in 2016. Compared with the original estimates, the actual vehicular traffic flow was lower whilst the actual passenger flow was much higher.

Cost estimates and progress of the Liantang/Heung Yuen Wai Boundary Control Point project

Finance Committee Date	Public Works Programme No./Title	Scope	Approved Project Estimate ($ million) (in MOD price)	Latest Estimate ($ million) (in MOD price)	Progress and reasons for the difference in cost estimates, if any	Annual recurrent expenditure [Note 1] ($ million)
9.1.2009	**14GB** "Liantang/Heung Yuen Wai Boundary Control Point and associated works – investigation and preliminary design"	Carrying out the investigation and preliminary design for the development of the Boundary Control Point (BCP)	89.0	76.3	Completed. Difference in cost estimate is due to the lower tender price outturn.	Nil
30.4.2010	**16GB** "Liantang/Heung Yuen Wai Boundary Control Point and associated works – village reprovisioning works"	Reprovisioning of the existing Chuk Yuen Village for the construction of the BCP.	51.3	51.3	Substantially completed.	1.0
18.2.2011	**17GB** "Liantang/Heung Yuen Wai Boundary Control Point and associated works – detailed design and ground investigation"	Carrying out the detailed design and ground investigation for the development of the BCP and the associated Shenzhen River improvement works.	265.8	265.8	Substantially completed.	Nil
6.1.2012	**18GB "**Liantang/Heung Yuen Wai Boundary Control Point and associated works – reprovisioning of boundary patrol road and associated security facilities	Reprovisioning of a section of boundary patrol road and the associated security facilities for the development of the new BCP.	393.5	393.5	Construction in progress and to be completed by early 2015.	Nil
13.7.2012	**19GB** "Liantang/Heung Yuen Wai Boundary Control Point and associated works – site formation and infrastructure works"	Site formation of the BCP, construction of the connection road and the associated works.	16,253.2	24,973.1	Construction in progress. Difference in cost estimate is due to surge in construction prices, poor ground condition for tunneling works, tenderers' perception on higher risks associated with construction constraints, and associated increase in provision for price adjustment and contingencies.	237.1
11.1.2013	**20GB** "Liantang/Heung Yuen Wai Boundary Control Point and associated works – BCP buildings and the associated facilities – pre-construction consultancy services"	Design, prepare tender documents and provide tender assessment for the BCP buildings and the associated facilities	180.0	180.0	Substantially completed.	Nil

Finance Committee Date	Public Works Programme No./Title	Scope	Approved Project Estimate ($ million) (in MOD price)	Latest Estimate ($ million) (in MOD price)	Progress and reasons for the difference in cost estimates, if any	Annual recurrent expenditure [Note 1] ($ million)
15.3.2013	**168CD** "Liantang/Heung Yuen Wai Boundary Control Point and associated works – regulation of Shenzhen River stage IV"	Regulation of about 4.5 km long river channel of Shenzhen River between Ping Yuen River and Pak Fu Shan	595.1	595.1	Construction in progress and to be completed by end 2017.	4.1
To be determined	**13GB** "Liantang/Heung Yuen Wai Boundary Control Point and associated works – construction of building works and associated facilities"	Construction of the BCP buildings and the associated facilities	[8,811.9] [Note 2]	8,811.9	Tender assessment in progress. The Panel on Development supported the proposed works at the meeting on 5 January 2015.	710.0
		Total	26,639.8	35,347.0		

Note 1 : Staff costs included.

Note 2 : Funding application is yet to be made to the Finance Committee. The latest estimate is included for illustration purpose.

Major projects under design/construction in the North District (PWP Category A)

Public Works Programme no.	Project title	Project commencement [Note 1]	Project Completion [Note 1]
Road works			
6720TH	Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2	July 2013	2019
3012GB	Construction of a secondary boundary fence and new sections of primary boundary fence and boundary patrol road - phase 2	1st Quarter of 2012	3rd Quarter of 2015
7279RS	Cycle tracks connecting North West New Territories with North East New Territories - Tuen Mun to Sheung Shui section (Stage 1)	September 2013	End 2016
Water supply, drainage and sewerage works			
4375DS	Sewerage in Ping Kong, Fu Tei Pai and Tai Wo	December 2011	November 2015
4378DS	North District sewerage stage 2 part 2A - Pak Hok Lam trunk sewer and Sha Tau Kok village sewerage	January 2012	August 2016
4395DS	Tolo Harbour sewerage of unsewered areas, stage 2 - phase 1	July 2013	September 2017
9237WF	Mainlaying along Fanling Highway and near She Shan Tsuen - stage 2	April 2012	December 2017
Site formation and engineering infrastructure works			
7772CL	Advance site formation and engineering infrastructure works at Kwu Tung North new development area and Fanling North new development area - detailed design and site investigation	August 2014	June 2018
Other facilities			
3037BA	Construction of a New Ambulance Depot at Choi Shun Street, Sheung Shui	February 2013	February 2015
5163DR	Northeast New Territories landfill extension	Mid 2016	Mid 2030 [Note 2]

Note 1 : The anticipated commencement and completion dates of the projects are those appear in relevant original PWSC papers or the latest submissions to LegCo panels if applicable.

Note 2 : Intake of waste is planned to commence in mid-2018 for completion in mid-2030.

Major projects under detailed design in the North District (PWP Category B)

Public Works Programme no.	Project title
Road works	
7259RS	Cycle tracks connecting North West New Territories with North East New Territories - Tuen Mun to Sheung Shui section (Remaining)
Sewerage works	
4388DS	Shek Wu Hui sewage treatment works - further expansion phase 1A - advance works, consultants' fees and investigation
Other facilities	
3354EP	A 36-classroom primary school in Area 36, Fanling
8019QW	Revitalisation Scheme - Revitalisation of the Former Fanling Magistracy into The Hong Kong Federation of Youth Groups Institute of Leadership Development