

For information
on 23 June 2015

Legislative Council Panel on Development
3185GK - Re-provisioning of Transport Department's
Vehicle Examination Centres at Tsing Yi

PURPOSE

This paper briefs Members on the proposal to relocate the existing Vehicle Examination Centres (VECs) of the Transport Department (TD) in Kowloon Bay and To Kwa Wan to Tsing Yi. The site plan is at **Enclosure 1**.

PROJECT SCOPE AND NATURE

2. The Energizing Kowloon East (EKE) initiative was first announced in the 2011-12 Policy Address with an objective to transform Kowloon East (KE) (including Kai Tak development, Kowloon Bay and Kwun Tong Business Areas) into an attractive core business district (CBD) to sustain Hong Kong's economic development. The Government has since then pledged in the Policy Addresses from 2012 to 2015 to facilitate the provision of new commercial/office land to realize the potential of KE. One of the measures is through relocating or rationalising the existing government facilities in the two action areas of KE.

3. The existing Kowloon Bay (KB) VEC and New Kowloon Bay (NKB) VEC are located within the Kowloon Bay Action Area (KBAA). The location plan is at **Enclosure 2**. Under the Conceptual Master Plan (CMP) for Energizing Kowloon East (**Enclosure 3**), KBAA is planned to be developed into a commercial / office hub providing over 400 000 square metres (m²) of floor space. Relocating these two VECs would release the development potential of the sites and facilitate comprehensive development of KBAA.

4. The relocation of the existing To Kwa Wan (TKW) VEC (**Enclosure 4**) is to make way for the planned development at Kai Tak, including a continuous waterfront promenade as shown on the approved Kai Tak Outline

Zoning Plan No. S/K22/4 (**Enclosure 5**). The provision of the waterfront promenade echoes with EKE's policy objective to provide quality open space for the CBD.

5. The proposed scope of works under the project comprises:
 - (a) construction of a new VEC at Tsing Yi for reprovisioning of the three existing VECs, namely KB VEC, NKB VEC and TKW VEC;
 - (b) local widening works of approximately 485 metres (m) in length along the eastern side of Sai Tso Wan Road; and
 - (c) demolition of the three existing VECs.

In order to minimise the possible traffic impact on the neighbourhood and also to enhance the operation efficiency of the new VEC, road widening works will be carried out on the eastern portion of Sai Tso Wan Road to improve the traffic near the VEC site.

6. The new VEC is located at Sai Tso Wan, Tsing Yi. The project site occupies an area of approximately 35 200 m². The new VEC will be constructed as a multi-storey functional building for the reprovisioning of the three existing VECs. The new VEC will have the following facilities:

- (a) 30 inspection lanes for different kinds of vehicles;
- (b) 10 chassis dynamometers for commercial vehicles;
- (c) ancillary facilities for vehicle examination such as tilting stability test platform, a track lane and test ramps for brake testing, a swept circle testing area and axle weigh bridges;
- (d) vehicle queuing and waiting areas; and
- (e) office accommodation, ancillary plant rooms and parking spaces for visitors, etc.

7. Details of the facilities and operation of the new VEC are set out in **Enclosure 6**.

ENERGY CONSERVATION AND GREEN FEATURES

8. The project will adopt various energy conservation features and renewable energy technologies, in particular:

- (a) water cooled chiller;
- (b) automatic demand control of chilled water circulation system;
- (c) demand control of fresh air supply with carbon dioxide sensors;
- (d) demand control of supply air;
- (e) lift power regeneration; and
- (f) photovoltaic system.

9. For other green features, we will provide landscaping and greening on ground level, rooftop as well as vertical surfaces, where appropriate, to achieve a total greenery coverage of 30% of the site area. For features of recycling, we will adopt rainwater harvesting system for irrigation use. We will update members on the details of the greening proposal upon availability of the design at the time of submission to the Public Works Subcommittee (PWSC).

PROJECT IMPLEMENTATION

10. In order to meet the programme of comprehensive development of KBAA, the project will be delivered by a Design and Build contract approach. A contractor will be selected through tendering to design and build the VEC in accordance with the government requirements.

IMPLEMENTATION

11. The reprovisioning proposal of the three existing VECs is set out in this paper for Members' information. We will prepare a discussion paper to

update Members with more details of the proposal before when we ready to make our submission to the PWSC.

12. We plan to invite tenders for the design and build contract for the new VEC in Tsing Yi in the third quarter of 2015. Upon completion of the tender invitation and assessment, we plan to submit the funding application to the PWSC and then Finance Committee (FC) in the second quarter of 2016. We will update Members on the progress in due course. Subject to FC's approval, we plan to commence construction of the new VEC as soon as practicable for completion in 2019.

13. Subject to the findings of the contamination assessment to the three existing VECs, the decontamination works, if so required based on the contamination assessment result, and demolition of the three existing VECs will be carried out once the new VEC is in operation. The demolition of the VECs will be completed in 2021.

FINANCIAL IMPLICATIONS

14. We estimate that as at Q3 2014 price level, the rough estimate of the project cost will be in the region of around \$2,000 million, covering site works, piling, building, building services, drainage works, external works, demolition works, furniture and equipment (F&E), consultant fees and resident site staff, etc. As most of these items will be affected by the ground conditions of the site, and the overall construction cost will be affected by the prevailing tender market condition at the time of tendering, an updated total project cost with cost breakdown in the money-of-the-day prices will be provided when this project is submitted to the PWSC and FC for funding approval, after completing the exercise for selecting the contractor.

TRAFFIC IMPLICATIONS

Traffic measures

15. We have completed a Traffic Impact Assessment (TIA) for the new VEC in Tsing Yi. The TIA study was formulated based on the traffic surveys conducted at the three existing VECs. The TIA addresses the traffic issues and recommends necessary mitigation measures (**Enclosures 7a and 7b**) for the project including:

- (a) local widening works (about 485m long) along the eastern side of Sai Tso Wan Road to allow two lanes towards the new VEC site and one lane away;
- (b) enhancement of two signalised junctions in Tsing Yi and the roundabout at Sai Tso Wan Road; and
- (c) the new VEC will open the entry gate earlier (i.e. about an hour before normal operation hours) to allow vehicles to queue inside the new VEC site, when necessary.

The measures mentioned in (a) and (b) above should be in place before operation of the new VEC in 2019.

16. It is estimated that only 125 vehicles per hour will come to the new VEC for examination spreading over the four connecting bridges (i.e. Stonecutters Bridge, Tsing Yi Bridge, Tsing Tsuen Bridge and Ting Kau Bridge). With the proposed mitigation measures in place, the TIA concludes that the new VEC will not cause any significant traffic impact and the possible traffic impact on the neighbourhood will be minimized.

Reprovisioning of Existing Temporary Parking Site

17. At present, the new VEC site is occupied by a temporary parking site under a Short Term Tenancy. We have identified suitable sites in the vicinity for the reprovisioning of the existing temporary parking site. The new temporary parking site (Site 2 on **Enclosure 8a**) will be ready in mid-2016 before commencement of the construction works of the new VEC. We have conducted car park utilisation study in Tsing Yi and found two other temporary parking sites in Tsing Yi South have spare parking spaces which can also cater for the vehicles displaced by the new VEC project (**Enclosure 8b**). The above arrangement can adequately accommodate the loss of parking spaces due to the new VEC project.

18. To make way for the temporary vehicle queuing area for the new VEC (see paragraph 19 below), we will reprovide the temporary parking site

to a larger site¹ (Site 3 on **Enclosure 8c**) in the vicinity before the new VEC is put into operation in 2019.

Temporary Vehicle Queuing Area

19. The new VEC is targeted to commence operation in 2019. A temporary vehicle queuing area (**Enclosure 8d**) adjoining the new VEC site will be provided to allow additional queuing spaces and facilitate the smooth transition during the initial operation of the new VEC. With this arrangement, the new VEC will not cause any significant traffic impact on the traffic network in the vicinity.

ENVIRONMENTAL IMPLICATIONS

20. This project involves the (i) construction of the new VEC in Tsing Yi; (ii) widening works along a portion of Sai Tso Wan Road which is a local road, and (iii) demolition of the three existing VECs in Kowloon Bay and To Kwa Wan. This is not a designated project under the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). We will carry out a Preliminary Environmental Review for the project and the finding will be agreed with the Environmental Protection Department before the PWSC submission.

PUBLIC CONSULTATION

21. The Traffic and Transport Committee (T&TC) of the Kwai Tsing District Council (KTDC) was consulted on 16 April 2015 on the proposed relocation of the three existing VECs to Tsing Yi. The T&TC did not object the project but members raised some questions on the impact on traffic flow in the vicinity after commissioning, reprovisioning of the existing temporary parking site, and some detailed arrangements at the implementation and operational stages. We have suitably addressed members' concern by incorporating their comments in the traffic mitigation measures mentioned in paragraphs 15 to 19 and **Enclosure 6**. No further adverse comment was received.

¹ This site is currently occupied by the Civil Engineering and Development Department as a site office until end 2016.

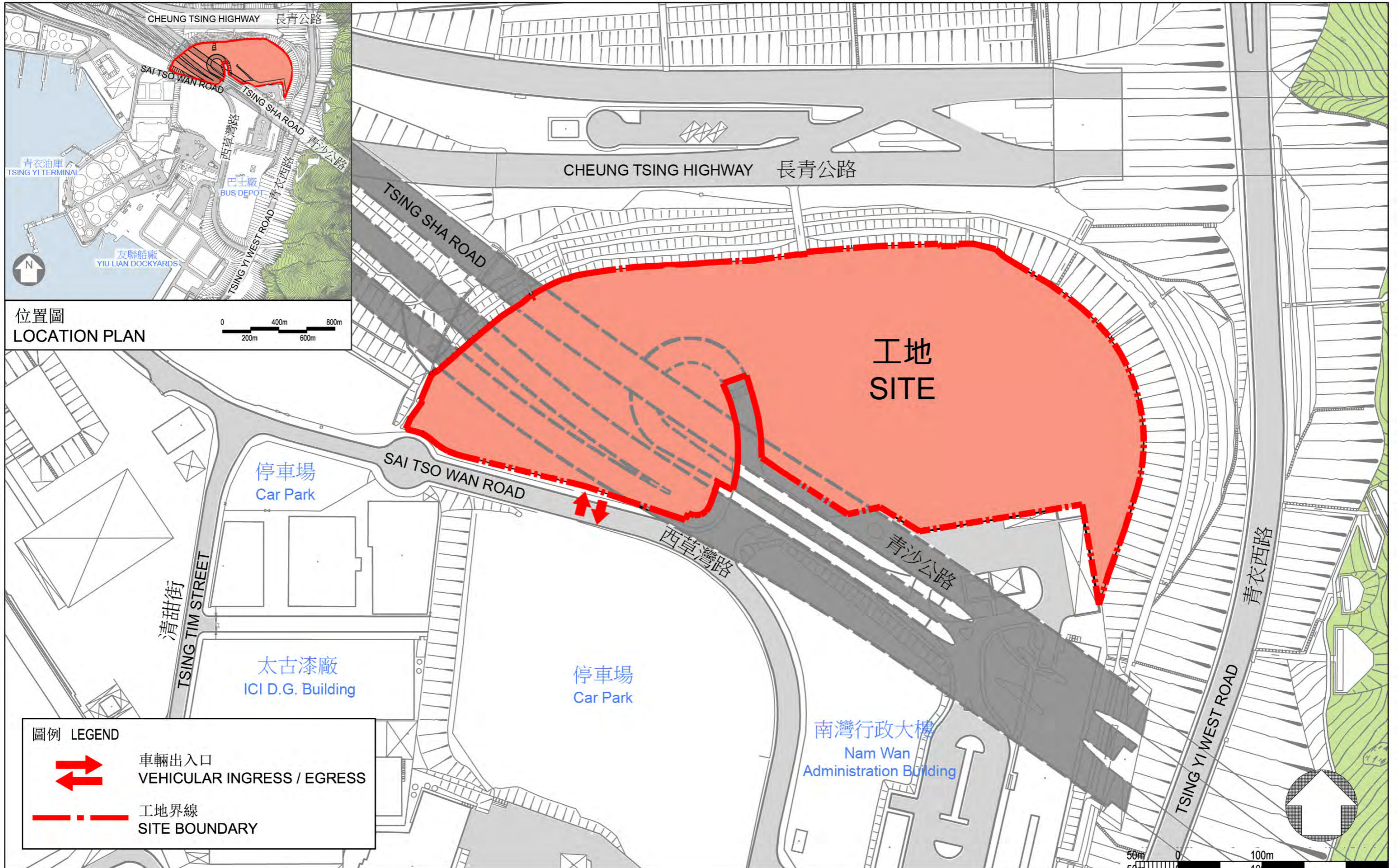
BACKGROUND

22. According to the CMP of EKE, KBAA has high potential for comprehensive development. It is strategically located and is sizable to create a critical mass for a vibrant land use mix and bring in more activities. The EKE Office is tasked to implement advance works to unleash the development potential of KBAA to bring greater vibrancy to KE.

23. The proposed new VEC site basically falls within the “Industrial” zone on the approved Tsing Yi Outline Zoning Plan No. S/TY/24. According to the Notes of the OZP, ‘Government Use (not elsewhere specified)’ is always permitted in this zone.

24. This project was upgraded to Category B in September 2014.

**Development Bureau
Transport Department
June 2015**

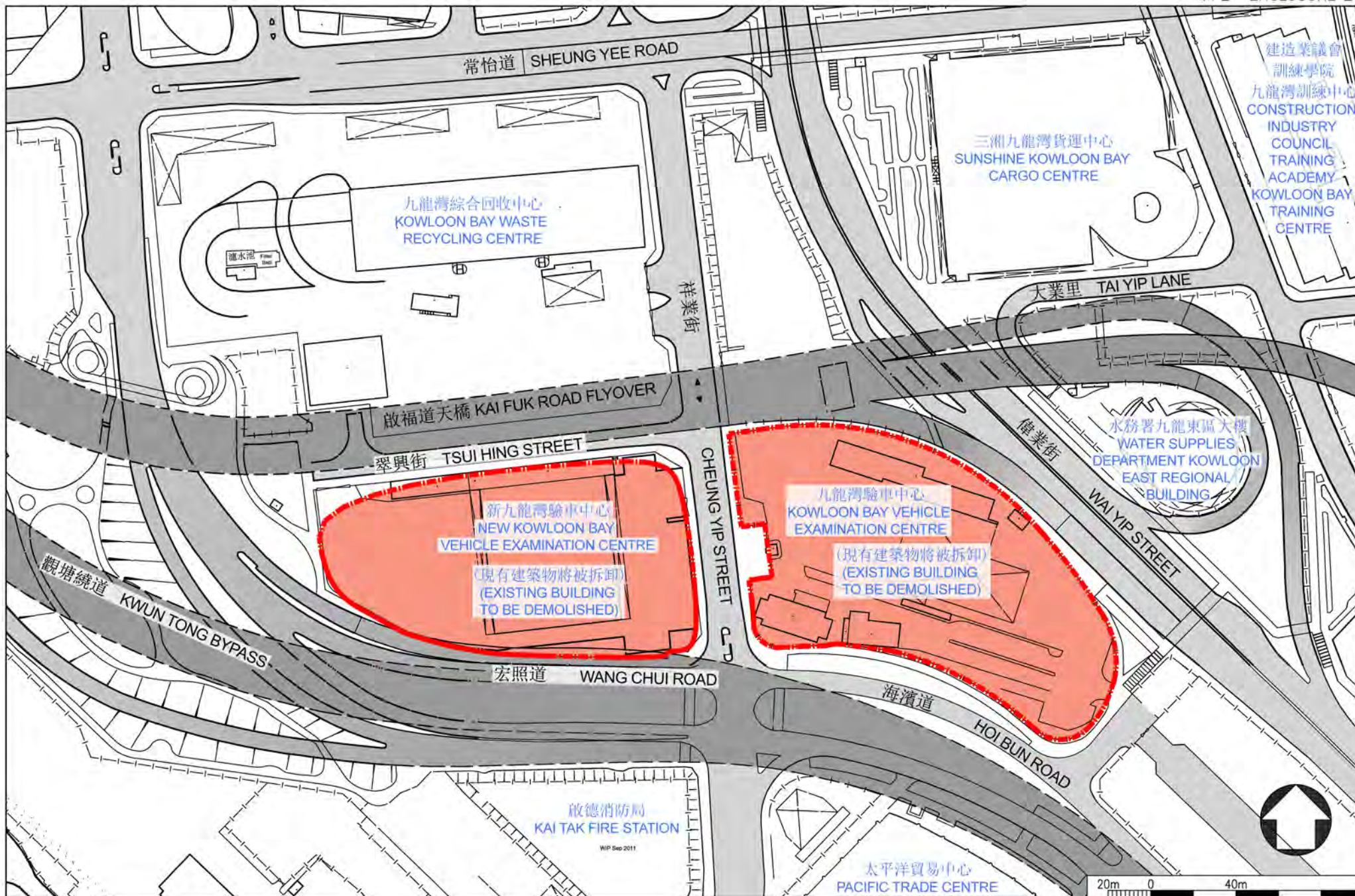


工地平面圖
SITE PLAN

185GK
重置運輸署驗車中心往青衣
REPROVISIONING OF TRANSPORT DEPARTMENT'S
VEHICLE EXAMINATION CENTRES AT TSING YI



ARCHITECTURAL
SERVICES
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於九龍灣的驗車中心位置圖
 LOCATION PLAN OF EXISTING
 VEHICLE EXAMINATION
 CENTRES IN KOWLOON BAY

185GK
 重置運輸署驗車中心往青衣
 REPROVISIONING OF TRANSPORT DEPARTMENT'S
 VEHICLE EXAMINATION CENTRES AT TSING YI



ARCHITECTURAL
 SERVICES
 DEPARTMENT 建築署

九龍東概念總綱計劃 Conceptual Master Plan for Kowloon East

CBD² 4.0
概念總綱計劃
Conceptual Master Plan

活力創意九龍東
CONNECTIVITY | BRANDING
DESIGN | DIVERSITY
IN KOWLOON EAST

a place for you...

這項創新的總綱計劃是為配合中環填海發展區發展策略而編製，包括填海約4.4百萬平方呎，包括「易行」九龍東、綠色核心商業區、易明城市、健康啟德、啟發精神。

The Conceptual Master Plan (CMP) is working as a vehicle to integrate to city's vision (MTR) vision (reopened East Kowloon public engagement strategy CMP 4.0 for the Kowloon, "Walkable" Kowloon East, Green CBD, Smart City, Kai Tak Fantasy and The Spirit of Creation).

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「易行」九龍東
"Walkable" Kowloon East

推廣「易行城市」的可持續發展概念，以加強聯繫和促進行人交通，我們以步行網絡、公園和九龍東商業區發展為「易行」九龍東的基石。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

The sustainability concept of "walkability" is advocated in improving connectivity and enhancing the pedestrian environment. The concept of "walkable" Kowloon East comprehensively in the Kowloon Bay and Kowloon Tong Business Areas through the "Walkable" Kowloon East project. These include: increasing the density of elevated walkways by the private sector, studying the feasibility of sea-filling Ho Bun Road Park with a view to strengthening the connectivity between Ngau Tau Kok Station and Kowloon Tong waterfront, studying the feasibility of sea-filling back alleys to form part of the pedestrian network, and studying the feasibility of constructing an additional linkbridge near Kowloon Bay MTR Station to alleviate congestion at the existing pedestrian passages and to enhance connectivity.

綠色核心商業區
Green CBD

綠化地帶與公園發展相輔相成，以加強聯繫和促進行人交通，我們以步行網絡、公園和九龍東商業區發展為「易行」九龍東的基石。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

Kowloon Promenade will integrate with the art and creative spaces beneath the flyover along Ho Bun Road and the adjacent landscaped pedestrian network extending to the Kowloon Tong waterfront. Together with the green buildings by the public and private sectors, these create synergy in turning Kowloon East into an energized Green CBD.



綠色核心商業區
Green CBD

易明城市
Smart City

健康啟德 - 健康啟航
Kai Tak Fantasy - Healthy Lift Off

以「健康城市」為發展目標，將啟德發展區作為一個「健康城市」的示範區。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

With reference to the Healthy City concept of the zoning scheme, we will continue to take forward the Kai Tak Fantasy project to develop the former airport runway (Kowloon Tong Action Area) and the water body in between into a four-in-one (entertainment and leisure destination) for all.

啟發精神
The Spirit of Creation

在九龍東的發展過程中，我們深願將目的工業文化、啟德工業遺產的工業遺產，與啟德發展區的工業遺產相輔相成。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

The past industrial culture should be re-inspired during the transformation of Kowloon East. Through the Industrial Heritage Study of Kowloon East, we understand the "Spirit of Creation" and the importance of inheriting this spirit of the past into the future. Urban place-making strategies are proposed by incorporating the collective memories of urban development, industrial culture and architectural design to support a unique and organic growth of our city.

飛躍啟德 - 健康啟航
Kai Tak Fantasy - Healthy Lift Off



創造精神
The Spirit of Creation

THE SPIRIT OF CREATION
創精神

起飛新九龍東
Kowloon East 九龍東

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CBD² 4.0
概念總綱計劃
Conceptual Master Plan

活力創意九龍東
CONNECTIVITY | BRANDING
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IN KOWLOON EAST

香港的另一個核心商業區 Hong Kong's CBD2

九龍東發展區是香港另一個核心商業區，是填海和重新發展的一個重要部分。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

Over the industrial powerhouse of Hong Kong's east gateway to the city, Kowloon East - made up of the former Kai Tak Airport, Kowloon Tong and Kowloon Bay Business Areas - is transforming and re-emerging as an integrated environment centre. This transformation is facilitated under the "Emerging Kowloon East" initiative which allows the comprehensive, integrated business plan for Hong Kong - CBD2. This visionary Emerging Kowloon East Conceptual Master Plan highlights the ideas and initiatives that are crystallized from our collaborative dialogue with the community to bring this vision to fruition.

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「您」想地方...

1 環境友好連結
Environmentally Friendly Linkage System (EFLS)

在九龍東發展區內，我們將建立一個環境友好連結系統，以加強步行網絡和公園發展。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

Early an elevated walkway, cycle and pedestrian network will be established to enhance the connectivity between the Kowloon East and the surrounding areas.

2 九龍東連接
Connectivity in Kowloon East

在九龍東發展區內，我們將建立一個連接系統，以加強步行網絡和公園發展。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

Strengthening the connectivity between the Kowloon East and the surrounding areas through the development of elevated walkways and pedestrian networks.

3 中環均連接
Connectivity in Ngau Tau Kok

在九龍東發展區內，我們將建立一個均連接系統，以加強步行網絡和公園發展。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

Enhancing the connectivity between the Kowloon East and the Ngau Tau Kok area through the development of elevated walkways and pedestrian networks.

4 啟德連接
Connectivity in Kowloon Tong

在九龍東發展區內，我們將建立一個啟德連接系統，以加強步行網絡和公園發展。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

Strengthening the connectivity between the Kowloon East and the Kowloon Tong area through the development of elevated walkways and pedestrian networks.



5 推動綠色海濱計劃
Empowering Ho Bun Road - Green Operations

在九龍東發展區內，我們將推動一個綠色海濱計劃，以加強步行網絡和公園發展。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

Empowering the Ho Bun Road waterfront through the development of elevated walkways and pedestrian networks.

6 啟德工業文化公園
Kowloon Tong Industrial Culture Park

在九龍東發展區內，我們將建立一個啟德工業文化公園，以加強步行網絡和公園發展。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

Developing the Kowloon Tong Industrial Culture Park through the development of elevated walkways and pedestrian networks.

7 翠屏河
Tsui Ping River

在九龍東發展區內，我們將建立一個翠屏河，以加強步行網絡和公園發展。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

Developing the Tsui Ping River through the development of elevated walkways and pedestrian networks.

9 啟德行動區
Kowloon Tong Action Area

在九龍東發展區內，我們將建立一個啟德行動區，以加強步行網絡和公園發展。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

Developing the Kowloon Tong Action Area through the development of elevated walkways and pedestrian networks.

8 九龍東行動區
Kowloon Bay Action Area

在九龍東發展區內，我們將建立一個九龍東行動區，以加強步行網絡和公園發展。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

Developing the Kowloon Bay Action Area through the development of elevated walkways and pedestrian networks.

10 活力海濱
Vibrant Waterfront

在九龍東發展區內，我們將建立一個活力海濱，以加強步行網絡和公園發展。有關步行網絡和公園發展的人類活動，將與九龍東商業區發展相輔相成。這些包括：增加步行網絡的密度，增加步行網絡的寬度，增加步行網絡的舒適度，增加步行網絡的安全性，增加步行網絡的吸引力。這些措施將有助於提高九龍東的步行率，並促進九龍東的可持續發展。

Developing the Vibrant Waterfront through the development of elevated walkways and pedestrian networks.

飛躍啟德 - 健康啟航
Kai Tak Fantasy - Healthy Lift Off

易明城市
Smart City



於土瓜灣的驗車中心位置圖
 LOCATION PLAN OF EXISTING
 VEHICLE EXAMINATION
 CENTRE IN TO KWA WAN

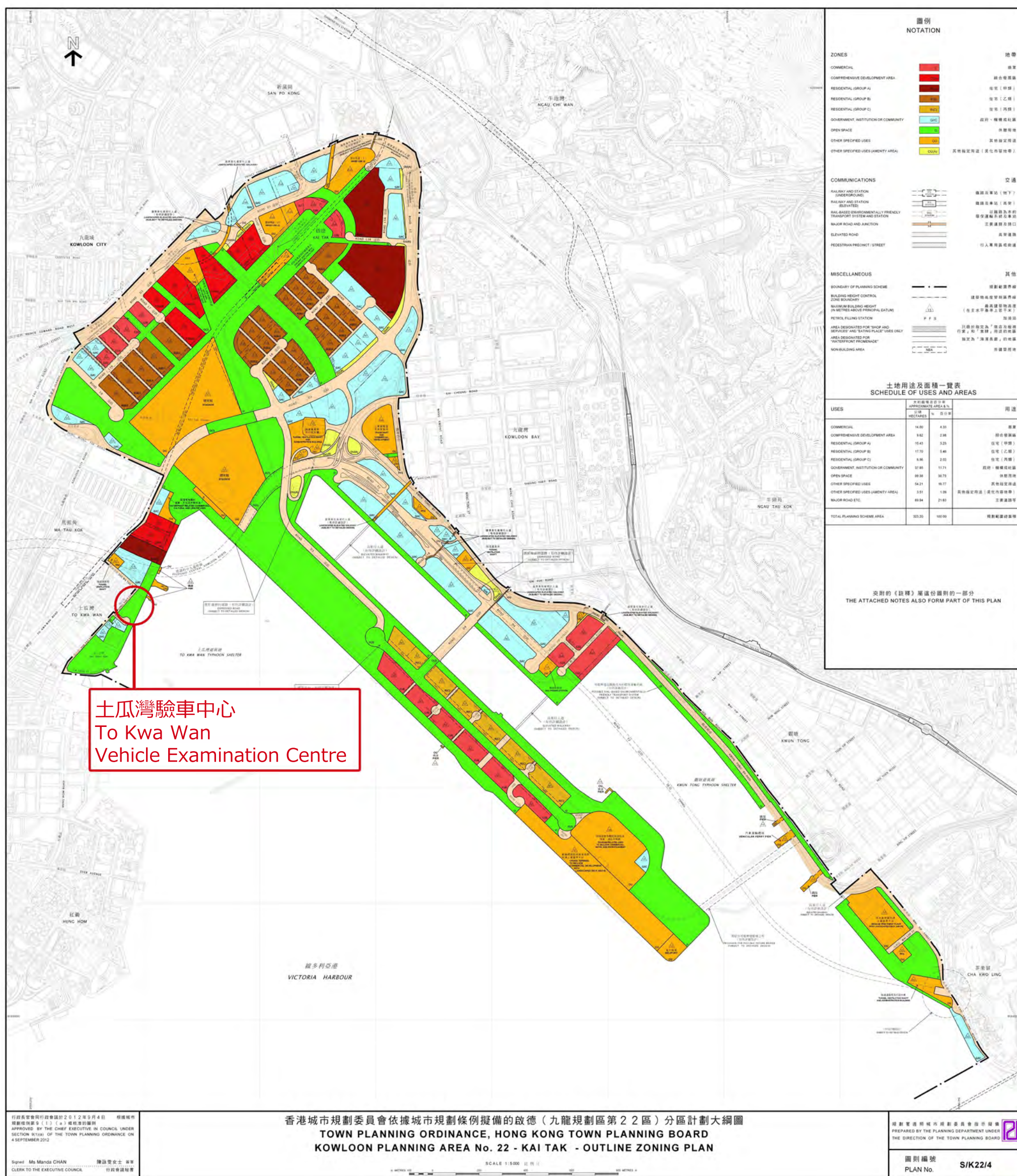
185GK
 重置運輸署驗車中心往青衣
 REPROVISIONING OF TRANSPORT DEPARTMENT'S
 VEHICLE EXAMINATION CENTRES AT TSING YI



ARCHITECTURAL
 SERVICES
 DEPARTMENT 建築署

啟德分區計劃大綱核准圖

Approved Kai Tak Outline Zoning Plan



**Details of the Facilities and Operation
of the Proposed New Vehicle Examination Centre in Tsing Yi**

1. Services currently provided by the three existing VECs will be reprovisioned in the new VEC in Tsing Yi are as follows:-
 - i) annual vehicle examination for commercial vehicles (including taxis, light buses, non-franchised buses, goods vehicles, trailers, special-purpose vehicles);
 - ii) pre-registration vehicle examination for parallel-import vehicles and vehicles with non-factory-built bodies; and
 - iii) other vehicle examinations such as call-up inspections, type approval inspections (for new vehicle types), vehicle alteration inspections, etc.

Facilities of the proposed new VEC

2. The new VEC will be equipped with the following facilities:

Inspection Lanes

- 30 inspection lanes to serve different classes of vehicles, organised in 10 lanes per floor. Types include goods vehicle inspection lanes, trailer inspection lanes, bus inspection lanes, taxi inspection lanes, parallel-import vehicle inspection lanes, type approval inspection lanes and motorcycle inspection lanes.

Vehicle Testing Facilities

- 10 chassis dynamometers for emission testing of commercial vehicles;
- 1 tilting stability test platform for tilt testing of buses during type-approval examinations;
- brake testing lane and test ramps for different types of vehicles; and
- other ancillary facilities for vehicle examination such as swept-circle test area, axle weigh bridges and four-post hoists.

Others

- Vehicle waiting and queuing spaces;
- office accommodation (including appointment offices);
- plant rooms, parking spaces for visitors, staff canteen, etc.; and
- electronic and information technology systems related to vehicle examination, security and operational surveillance, vehicle circulation management, etc.

Operation of the new VEC

3. The new VEC in Tsing Yi will accommodate 30 vehicle inspection lanes on different floors, together with other necessary vehicle testing facilities (such as chassis dynamometers, tilting stability test platform, etc.), capable of serving all vehicle classes such as taxi, light bus, bus, goods vehicle, trailer, etc. The design maximum handling capacity of the proposed new VEC is 1 000 vehicles per day.

4. A vehicle to undergo examination/inspection is required to make prior appointment. The vehicle owner or his/her agent can make the appointment through internet, or in person at the appointment office of the VEC. Specific date and time will be assigned for the vehicle examination appointment.

5. At the date of appointment, the vehicle will go into the VEC and wait at the available queuing spaces, and then go through different stages of inspection along the inspection lane, including visual check, lamp test, brake test, exhaust emission test, under-carriage inspection and any other inspections as required. Some vehicles will have to undergo certain tests at the vehicle testing facilities.

6. There will be about 200 staff in the new VEC including staff under outsourced services such as security, cleaning, etc. The connecting bus services will be provided through a contractor for the staff to/from nearest public transport points.

7. The normal opening hours of the new VEC is 8:30 to 18:00 on Monday to Friday and 8:30 to 13:00 on Saturday. When necessary, the ingress gates can be opened earlier than the opening hour to allow vehicles to go inside the VEC for queuing.



1. 改善西草灣路迴旋處
Enhancement of roundabout at Sai Tso Wan Road
2. 局部擴闊約485米長的西草灣路東側, 以提供兩條前往新驗車中心的行車道及一條離開新驗車中心的行車道
Local widening works (about 485m long) along the eastern side of Sai Tso Wan Road to allow two lanes towards the new VEC site and one lane away

參考資料 Reference

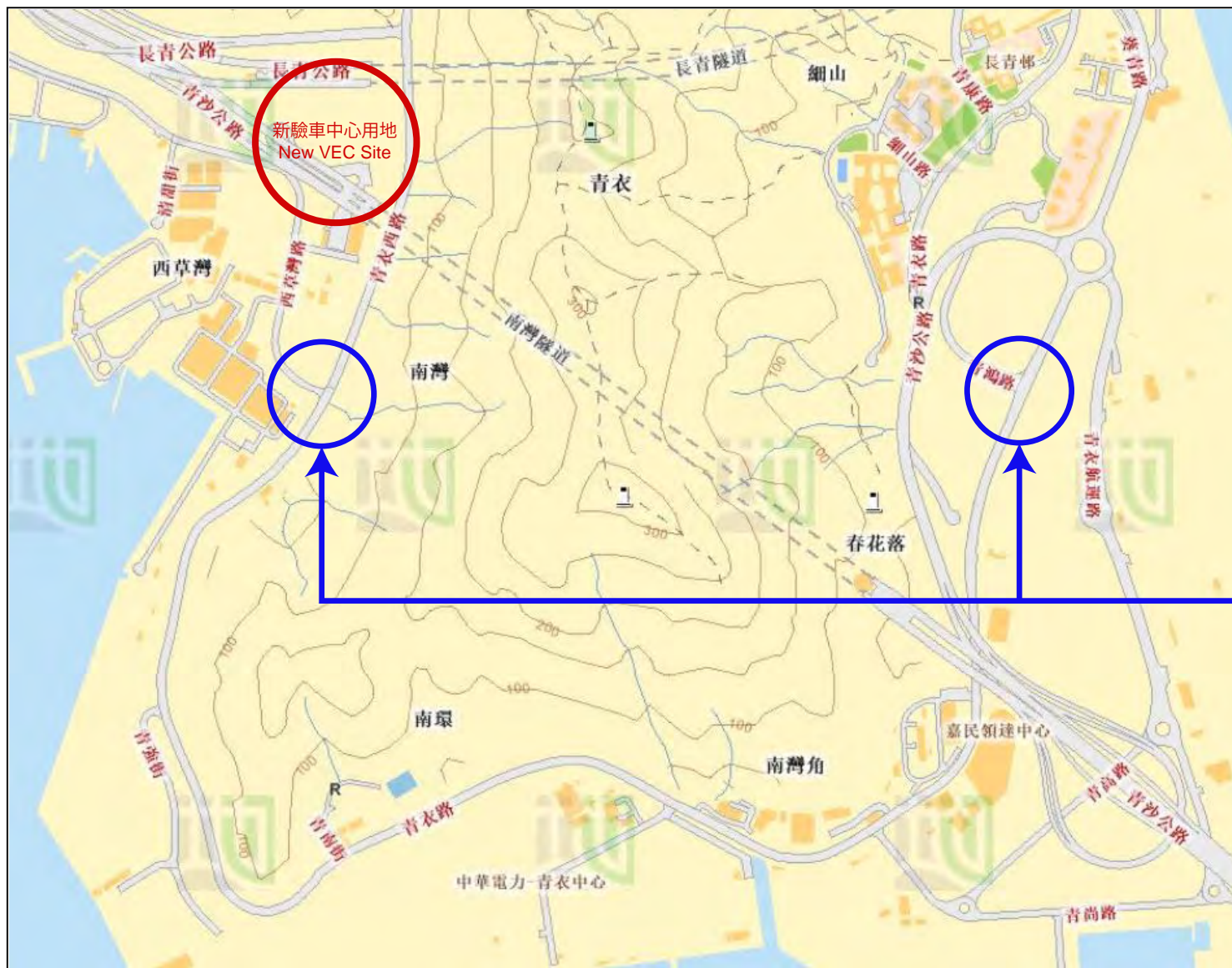
日期 Date : 12/06/2015

新驗車中心的交通改善措施
Mitigation Measures for the
New Vehicle Examination Centre

起動九龍東辦事處
Energizing Kowloon
East Office

發展局
Development Bureau

附件7a
Enclosure 7a



3.改善青衣兩個交通燈號控制路口
Enhancement of two signalized junctions in Tsing Yi

4.新驗車中心將在有需要時提早開放入口閘門,讓車輛入內輪候
The new VEC will open the entry gate earlier to allow the vehicles to queue inside the new VEC site, when necessary

參考資料 Reference

日期 Date : 12/06/2015

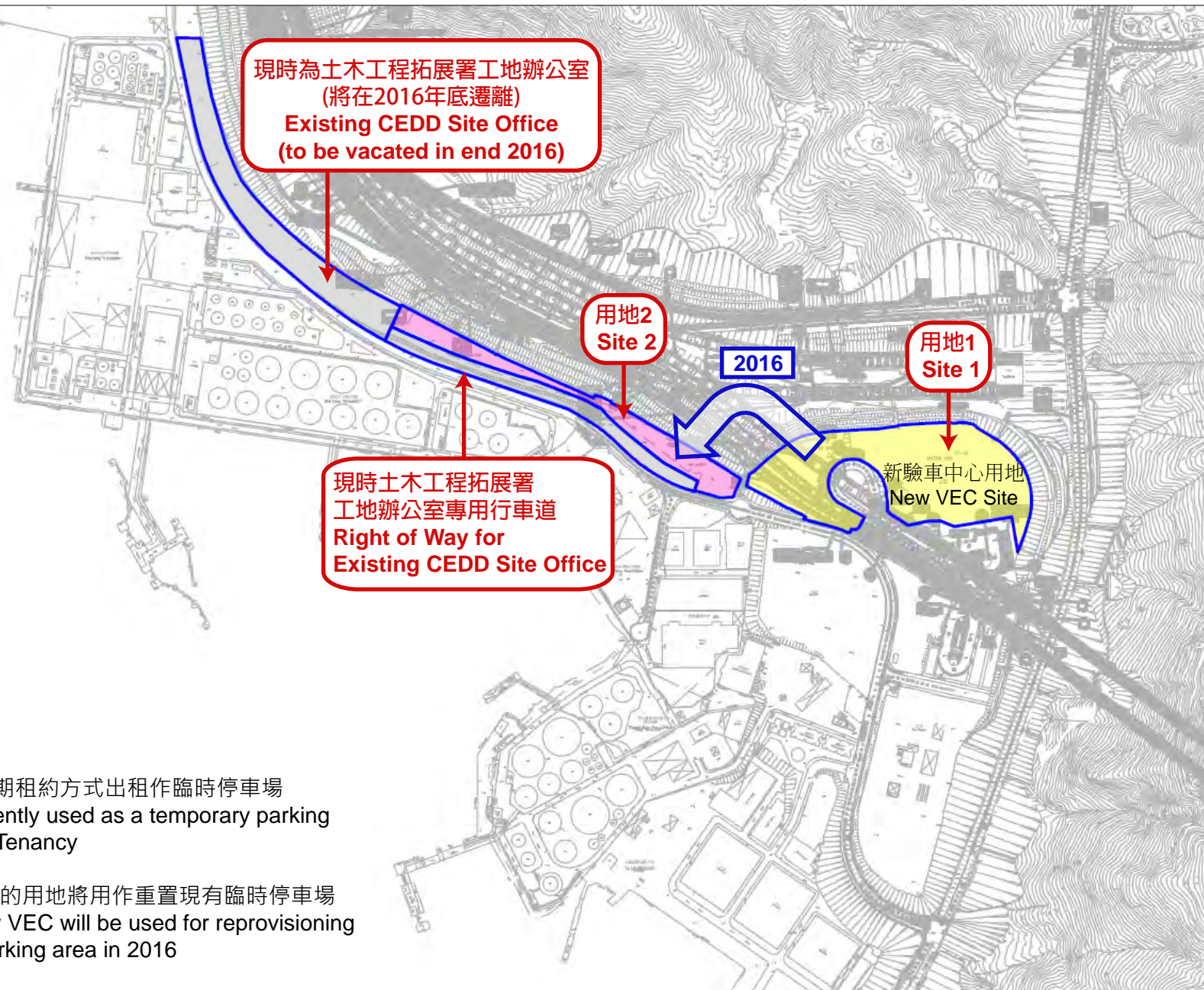
新驗車中心的交通改善措施 Mitigation Measures for the New Vehicle Examination Centre

起動九龍東辦事處
Energizing Kowloon
East Office

發展局
Development Bureau

附件7b

Enclosure 7b



NOTE 註

**用地1
Site 1**

新驗車中心用地現時以短期租約方式出租作臨時停車場
The new VEC site is currently used as a temporary parking area under a Short Term Tenancy

**用地2
Site 2**

在2016年新驗車中心旁邊的用地將用作重置現有臨時停車場
A site adjacent to the new VEC will be used for reprovisioning the existing temporary parking area in 2016

參考資料 Reference

日期 Date : 12/06/2015

**重置現有臨時停車場
Reprovisioning of Existing Temporary Parking Site**

起動九龍東辦事處
Energizing Kowloon
East Office

發展局
Development Bureau

附件8a
Enclosure 8a



新驗車中心用地
New VEC Site

有剩餘停車位的停車場
Parking sites with surplus spaces

參考資料 Reference

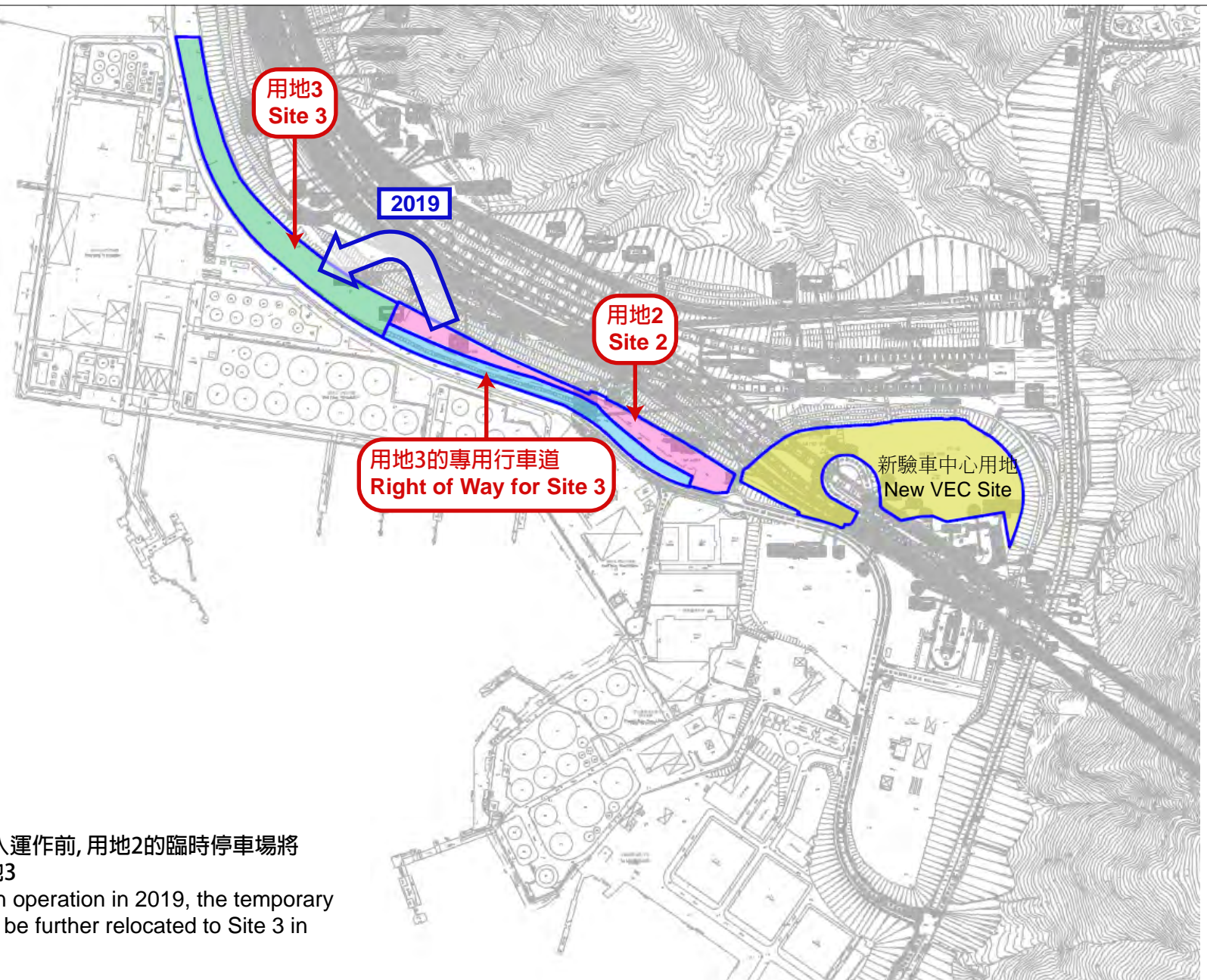
日期 Date : 12/06/2015

重置現有臨時停車場 Reprovisioning of Existing Temporary Parking Site

起動九龍東辦事處
Energizing Kowloon
East Office

發展局
Development Bureau

附件8b
Enclosure 8b



NOTE 註

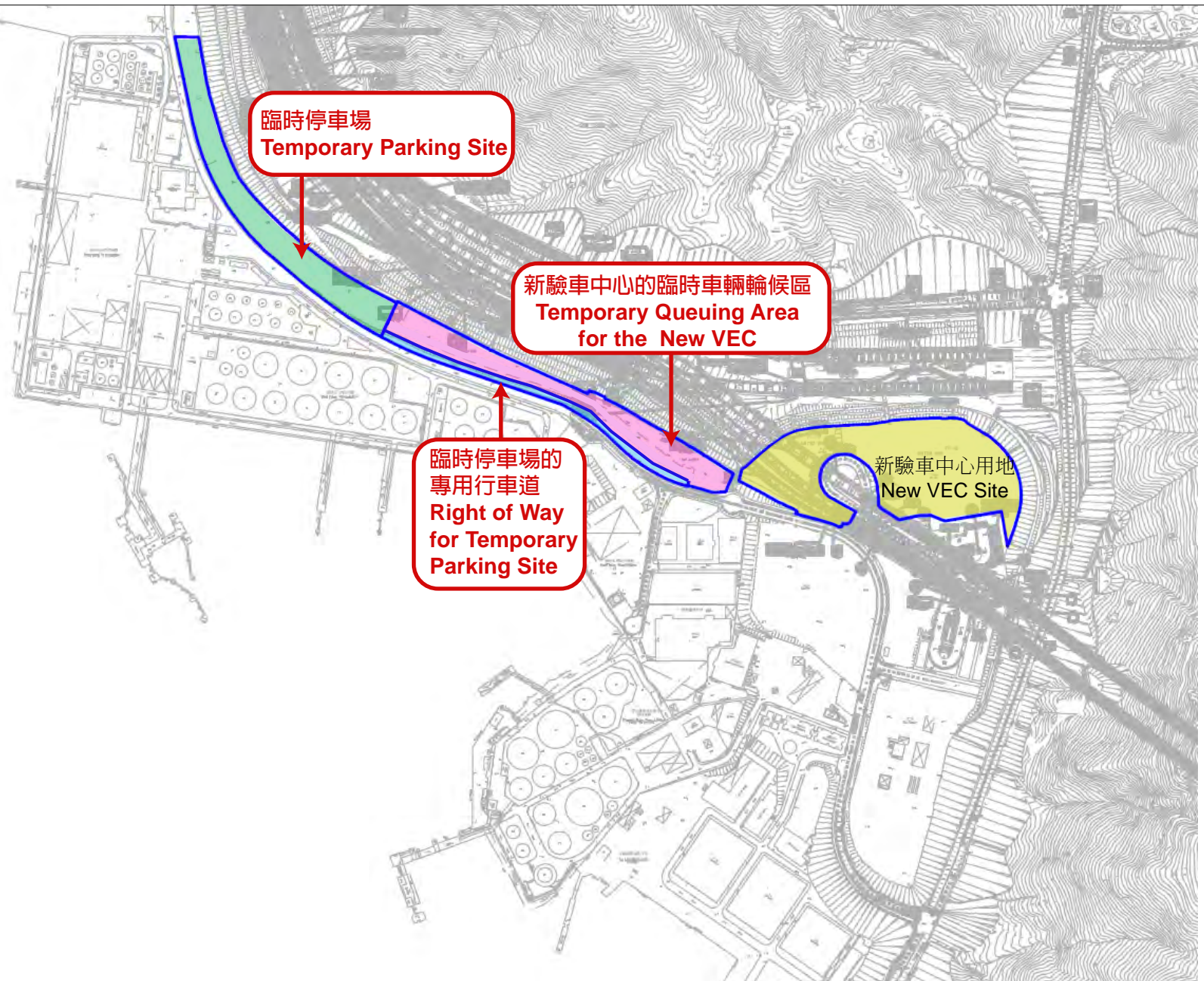
**用地3
Site 3**

在2019年新驗車中心投入運作前, 用地2的臨時停車場將進一步重置到附近的用地3
 Before the new VEC is in operation in 2019, the temporary parking site at Site 2 will be further relocated to Site 3 in the vicinity

參考資料 Reference
日期 Date : 12/06/2015

**重置現有臨時停車場
 Reprovisioning of Existing Temporary Parking Site**

起動九龍東辦事處 Energizing Kowloon East Office	附件8c Enclosure 8c
發展局 Development Bureau	



參考資料 Reference

日期 Date : 12/06/2015

新驗車中心的臨時車輛輪候區
Temporary Vehicle Queuing Area
for the New Vehicle Examination Centre

起動九龍東辦事處
 Energizing Kowloon
 East Office

發展局
 Development Bureau

附件8d
Enclosure 8d