

**For discussion
on 7 December 1999**

Legislative Council Panel on Security

Expansion of Kiosks and Other Facilities at Lok Ma Chau Boundary Crossing—Remaining Works

Purpose

This paper presents for Members' information the remaining works of the project of expansion of kiosks and other facilities at the Lok Ma Chau boundary crossing.

Problem

2. The existing facilities at the Lok Ma Chau boundary crossing cannot cope with the anticipated increase in traffic and passenger flow between Hong Kong and Huangguang, Shenzhen.

The Expansion Works at the Lok Ma Chau Boundary Crossing

3. Expansion works at the Lok Ma Chau boundary crossing are being undertaken to better cope with the increased demand in the cross boundary traffic. The works are divided into two phases.

4. The first phase which was approved by the Finance Committee

in January 1999, comprises mainly the following:-

- (i) the construction of ten additional pairs of immigration and customs kiosks for clearing vehicles in both direction of traffic (five Hong Kong bound and five Mainland bound) and three pairs of kiosks in the inbound direction for the re-provisioning of existing kiosks, canopy structure and traffic aids;
- (ii) the civil infrastructural works including site formation and associated geotechnical works to provide additional hardstanding area to accommodate the additional kiosks mentioned in paragraph (i) above and canopy structures, roadworks, drainage, sewerage, lighting, traffic aids and utilities works; and
- (iii) provision of computer systems for the additional kiosks for the immigration and customs clearance of the cross boundary traffic of people and vehicles.

5. The works in Phase 1 will be completed soon and the ten additional pairs of kiosks will be opened to the public in late December 1999. **Enclosure 1** is a site plan of Phase 1.

6. The remaining expansion works, that is the final stage of the works, which need to be undertaken are mainly to extend the passenger

hall and supporting facilities, improve the cargo examination facilities, re-provision the existing kiosks and streamline traffic flow. The works will include:-

- (i) the civil infrastructural works including site formation, reclamation and associated geotechnical works to provide additional hardstanding area to accommodate the new structures, roadworks, drainage, sewerage, lighting, traffic aids and utilities works;
- (ii) the renovation and extension of the existing main building to provide additional office areas, customs and immigration counters, passenger queuing areas and public amenities to cater for an average of 35 000 passengers per day, together with associated building services;
- (iii) the re-provisioning and extension of the cargo examination buildings, vehicle inspection and detention areas and related supporting facilities for the Customs & Excise Department (C&ED), Immigration Department (ImmD), Agriculture and Fisheries Department, Hong Kong Police Force, Department of Health and Regional Services Department;
- (iv) the re-provisioning of the remaining existing kiosks, canopy structures and traffic aids in each direction of traffic,

together with associated building services;

- (v) the provision of two sets of fixed X-ray vehicle inspection systems, associated buildings and supporting services for C&ED; and
- (vi) provision of computer systems for the immigration and customs clearance of the cross boundary traffic of people and vehicles for the re-provisioned kiosks, and for the reprovisioned cargo examination buildings and the main buildings.

Enclosure 2 is the site plan for the remaining works.

Justifications

7. The Lok Ma Chau boundary crossing opened in 1989 is the biggest of the three vehicular land crossings. The road traffic between Hong Kong and Huanggang, Shenzhen has increased rapidly in the past decade. The daily average of vehicles crossing the boundary at Lok Ma Chau rose from 6 300 in 1992 to 12 300 in 1995 and to 18 000 in 1999. Passenger traffic has also increased substantially from a daily average of 2 300 in 1992 to 6 900 in 1995 and to 24 800 in 1999. There have been frequent traffic congestions at the Lok Ma Chau crossing which, to a large extent, can be attributed to the physical constraints at the existing boundary crossing which cannot cope with the increased traffic demand.

8. At present there are 14 pairs of customs and immigration kiosks (seven Hong Kong bound and seven Mainland bound), with a maximum handling capacity of about 1 200 vehicles per hour. The cross boundary traffic starts to build up in the early morning and by late morning the volume of traffic will have exceeded this maximum handling capacity, resulting in tail back and congestion. Long queues accumulate and congestion does not ease off until early evening when the volume of traffic reduces to the level of about 1 000 vehicles per hour. The capacity of the existing passenger hall is also stretched. It lacks sufficient immigration and customs counters and queuing areas. Boarding and alighting bays for passenger coaches are also very limited. These facilities can only barely cope with the current level of passenger traffic.

9. The latest traffic forecast for the Lok Ma Chau crossing suggests that cross boundary passenger and freight traffic will continue to increase at an annual growth rate of about 9%. To accommodate the anticipated increase in traffic and passenger flow, the number of kiosks will need to be increased and associated facilities expanded to provide a processing capacity of about 2 200 vehicles per hour. To meet with the anticipated demand up to 2004/2005 before the opening of the Shenzhen Western Corridor in 2004, five additional pairs of kiosks in each direction for C&ED and ImmD (as provided under Phase 1 of the works) are required. It will also be necessary to provide other facilities for user departments to cope with the increased demand in their services, including the

expansion of the main passenger hall and provision of two sets of fixed X-ray vehicle inspection systems, and ancillary facilities to support the additional kiosks to ensure streamlining of the cross boundary traffic. These are covered in the final phase of the works.

10. There are now 28 immigration counters in the passenger hall and ten additional counters will be provided in the final phase of the works. The extended passenger hall will also provide for expanded queuing areas. More boarding and alighting bays for passenger coaches will also be constructed. These improvements would increase the capacity of passenger throughput to an average of 35 000 per day, streamline passenger traffic flow and help maintain the present standard of immigration and customs services.

11. The provision of the two X-ray machine systems is to facilitate customs clearance of freight vehicles. Currently, searching of freight vehicles is conducted manually by Customs officers based on profiling techniques and intelligence. Cargoes have to be unloaded and unpacked for inspection. Detailed checks and thorough searches of the cargo compartment of a fully loaded freight vehicle involve time consuming laborious work and could affect the smooth flow of the cross boundary traffic. Use of the X-ray machine systems would reduce the need for unloading laden vehicles, speed up the customs clearance process, enhance customs detection capabilities and facilitate legitimate trade.

Financial Implications

12. The estimated capital cost of the remaining works of the project is about \$1 038 million at December 1998 price level, breakdown as follows :-

	\$million
(a) Site formation	36.5
(b) Piling	50.0
(c) Building and carriageways	303.6
(d) Building services	111.8
(e) Fixed X-ray Vehicle Inspection Systems	208.3
(f) Drainage and external works	179.4
(g) Environmental mitigation measures	8.7
(h) Furniture and equipment	27.4
(i) Consultants fees for	20.2
(i) contract administration	16.7
(ii) site supervision	3.5
(j) Electrical and Mechanical Services Trading Fund (EMSTF) for project management services/contract administration	10.0
(k) Contingencies	82.4
Total	1,038.3
	(at December 1998 prices)

13. We intend to seek funding approval from the Public Works

Subcommittee and the Finance Committee in early 2000 so as to commence in March 2000 the manufacture and subsequent installation of the fixed X-ray vehicle inspection systems. We plan to start the building works in November 2000 for completion in September 2003.

14. Subject to detailed vetting, it is estimated that the project may entail an additional annually recurrent expenditure of \$78.25 million.

Public Consultation

15. The Yuen Long Provisional District Board was consulted in December 1998 and the Board supported the expansion project. Representatives of the freight and transportation industry have also indicated support of the expansions works which would improve the cross boundary traffic at the Lok Ma Chau boundary crossing. This final stage of the works will have to be undertaken whilst maintaining full 24 hours operations of the boundary crossing and some disruption of traffic is expected. We shall closely liaise with the industry and the relevant Mainland authorities to minimise congestions during the works, and to harness the full impact of the improvements on completion of the works.

Environmental Implications

16. Construction mitigation measures, water quality monitoring and the formation of compensatory reed beds to provide ecological

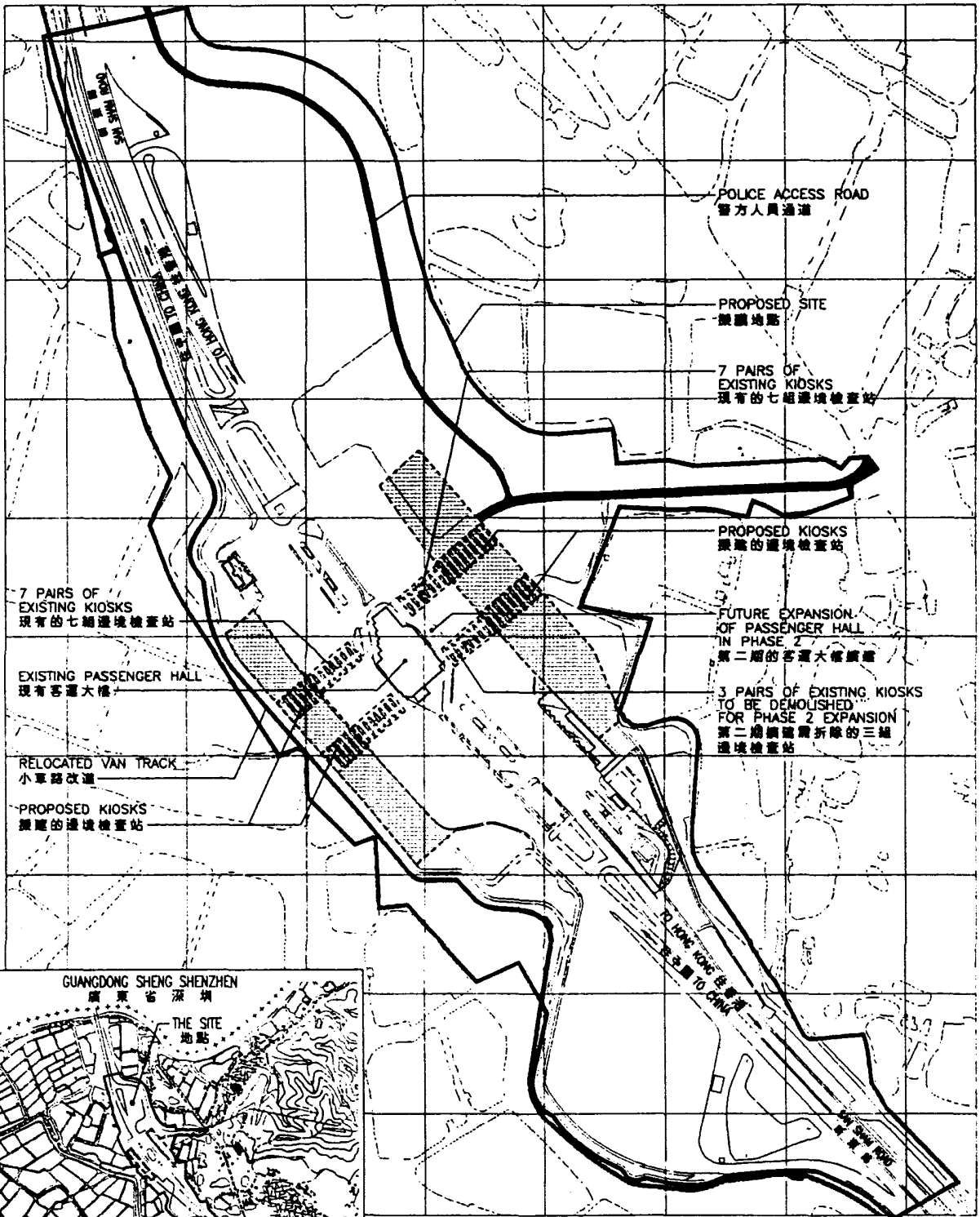
compensation for affected fish ponds have been undertaken in the Phase 1 expansion works in compliance with recommendations of an Environmental Study Report approved by the Director of Environmental Protection and the Advisory Committee on the Environment. \$8.7 millions has been included in the project estimate for the implementation of the remaining mitigation measures and environmental monitoring and auditing requirements recommended for the works. These measures will include completion and planting of compensatory reed beds, construction of improved drainage systems with fuel interceptors and provision of noise barriers at the north eastern boundary of the crossing facilities.

17. During construction, we will monitor and control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of appropriate measures in the relevant contracts.

Land Acquisition

18. The project does not require any land acquisition.

Security Bureau
November 1999



LOCATION PLAN

位置圖

□ PHASE 1
第一期

擴建落馬洲邊境檢查站
及其他設施

6GB - EXPANSION OF KIOSKS AND
FACILITIES AT LOK MA CHAU
BOUNDARY CROSSING

drawn by

date

drawing no.

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K/01/11

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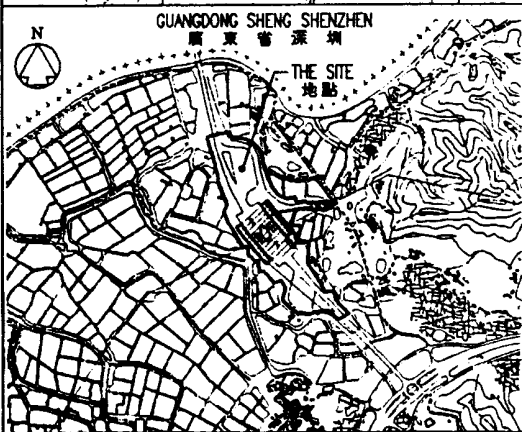
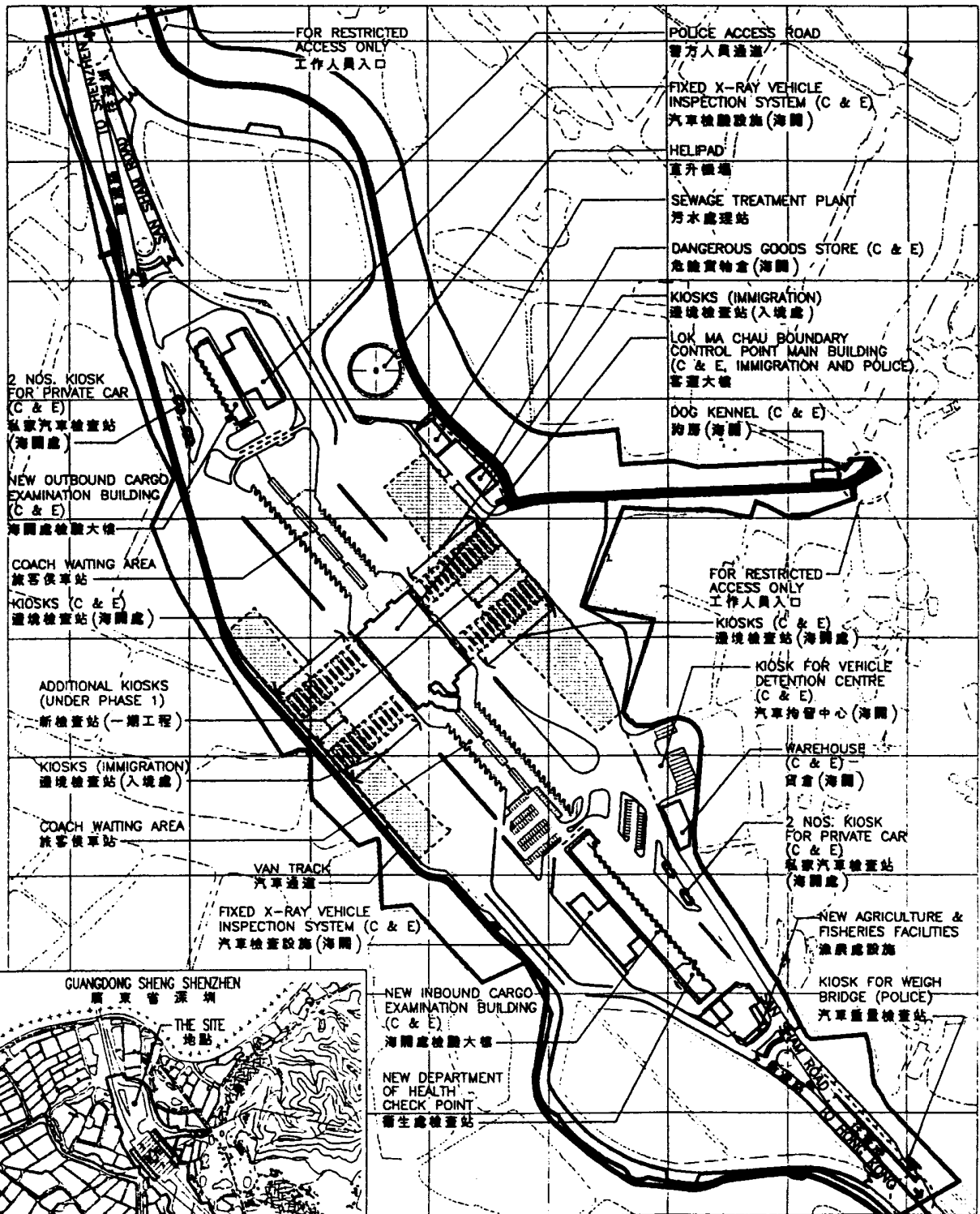
ARCHITECTURAL BRANCH



ARCHITECTURAL
SERVICES
DEPARTMENT

ENCLOSURE 2

附件二



NEW INBOUND CARGO EXAMINATION BUILDING (C & E)
海關處檢驗大樓

NEW DEPARTMENT OF HEALTH CHECK POINT
衛生處檢查站

■ PHASE 1
第一期

LOCATION PLAN 位置圖

擴建落馬洲邊境檢查站及其他設施 - 餘下工程
6GB - EXPANSION OF KIOSKS AND FACILITIES AT LOK MA CHAU BOUNDARY CROSSING - REMAINING WORKS

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