

## **ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **Supplementary information on 9GB – Construction of boundary-crossing facilities at Shenzhen Western Corridor under the “co-location” arrangement**

#### **INTRODUCTION**

In considering PWSC(2003-04)28 on **9GB** “Construction of boundary-crossing facilities at Shenzhen Western Corridor under the ‘co-location’ arrangement” on 11 June 2003, Members requested that, before the relevant Finance Committee meeting, the Administration should provide supplementary information on the following –

- (a) an alternative project estimate based on the labour and construction prices on the Mainland;
- (b) the feasibility and desirability of the Hong Kong Special Administrative Region (HKSAR) Government undertaking certain parts of the project, such as the installation of specialist non-confidential electronic systems and the fixed vehicle X-ray system, and the design/vetting of communications and electronics etc.;
- (c) details of the entrustment arrangements/agreements with particular regard to the dispute resolution mechanism and the engagement of consultants and contractors to ensure compliance with the standards and statutory requirements of HKSAR and to ensure that qualified contractors from both sides could compete fairly for the works contracts;
- (d) projections on the cargo and passenger traffic volume at the new control point, which could impact on the adequacy of the proposed cargo processing facilities and passenger clearance facilities and the need to provide reserve space for future expansion of the facilities;
- (e) the adequacy of the proposed public transport drop-off and pick-up area and coach passenger drop-off and pick-up areas and the need for a public transport interchange; and

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- (f) details of the health check and quarantine facilities at the new control point.

## THE ADMINISTRATION'S RESPONSE

### Revised Estimate

2. As reported in PWSCI(2003-04)9, the Administration has carefully reviewed the project estimate for **9GB**, which is due to be implemented in conjunction with the relevant Shenzhen authorities. We are prepared to refine the project estimates for **9GB** to take into account the cost of works to be undertaken by the relevant Shenzhen authorities, adjusted to fit the Hong Kong standard of works. We also intend to make some allowance for price adjustment for these works during the construction period, on the basis of a 3% annual inflation taking into account the construction labour and material prices in Shenzhen.

3. Taking into account the cost estimate refinements, and the proposal to reduce the scope of systems entrusted to the Shenzhen authorities (re paragraph 6 below), we will adjust downwards the funding sought for **9GB** from \$2,501 million to \$2,173.5 million in money-of-the-day (MOD) prices.

4. A comparison of the changes to the project estimates is as follows –

	<b>Original (\$ million)</b>	<b>Revised (\$ million)</b>
(a) Site works	15.0	10.0
(b) Piling	199.0	115.0
(c) Building	634.0	483.0
(d) Building services works	325.0	160.0
(e) Drainage and external works	497.0	434.0

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	<b>Original (\$ million)</b>	<b>Revised (\$ million)</b>	
(f) Furniture and equipment	313.0	308.0	
(i) To be undertaken by the HKSAR Government	178.0	214.0	
(ii) To be undertaken by the relevant Shenzhen authorities	135.0	94.0	
(g) Fixed vehicle X-ray system	160.0	152.0	
(h) Entrustment fees for design, management, construction and supervision	264.0	203.0	
(i) Communications and electronics design/vetting charges	29.0	28.0	
(j) Consultants' fees for quantity surveying services	8.0	6.0	
(k) Contingencies	244.0	190.0	
Sub-total	2,688.0	2,089.0	
	(in September 2002 prices)	(latest available estimates)	
(l) Provision for price adjustment	(187.0)	84.5	
Total	2,501.0	2,173.5	(in MOD prices)
			<b>/Undertaking.....</b>

### **Undertaking Certain Parts of the Project by HKSAR Government**

5. The design, procurement and installation of furniture and equipment items, except for the off-the-shelf ones, need to be closely co-ordinated with the design and construction of the related building structure. In such a fast-track and multi-disciplinary project, our general approach is to require the same party (i.e. the relevant Shenzhen authorities) to be the main co-ordinator responsible for the management of the integration process, except for sensitive security-related systems and off-the-shelf furniture and equipment items.

6. We have carefully reviewed the feasibility and desirability of HKSAR Government undertaking the installation of non-confidential electronic systems and the fixed vehicle X-ray system, and concluded that non-confidential electronic systems, amounting to about \$36 million, will not be integrated with builder's works extensively and can be installed in parallel with fitting out works at the end of the construction period. As a result, furniture and equipment of a total of \$214 million as shown in paragraph 4(f)(i) above will be procured and installed by the Hong Kong side.

7. The remaining non-confidential electronic systems of about \$94 million at paragraph 4(f)(ii) above will require close interface and integration into the building fabric of the construction works and cannot be easily separated from the building structure works concerned without running a high risk of delaying the project. As regards the fixed vehicle X-ray system at paragraph 4(g) above, it will be procured through competitive tender and must be incorporated into a special purpose-built structure so as to ensure proper functioning of the system and to guard against any accidental escape of radioactive materials from the system. It is therefore not practical to divorce the installation of the X-ray system from the construction of the building structure.

8. Communications and electronics design/vetting charges at paragraph 4(i) above are for the employment of Hong Kong consultants to design and supervise the non-entrusted communication and electronic systems and to vet the design of entrusted electronic systems and the fixed vehicle X-ray system according to Hong Kong standards and requirements.

### **Details of the Entrustment Arrangements/Agreements**

9. The entrustment agreements will set out the dispute resolution mechanism in respect of any dispute arising from or in connection with the entrustment agreements for this project. Specifically, any dispute would first be

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dealt with by the Joint Working Group for this project consisting of representatives from both HKSAR Government and the relevant Shenzhen authorities, failing which it would be referred to and dealt with by the two governments. The same arrangement has been implemented effectively for the works under the Shenzhen River Regulation project entrusted to the relevant Shenzhen authorities. The dispute resolution mechanism in respect of any dispute between the trustee and the contractors arising from or in connection with the works contracts will be set out in the relevant works contracts.

10. To help ensure that the entrusted works will comply with Hong Kong standards and requirements, we will require the relevant Shenzhen authorities to select qualified Hong Kong architectural and relevant engineering consultants from the lists of consultants maintained by the Architectural and Associated Consultants Selection Board (AACSB) and Engineering and Associated Consultants Selection Board (EACSB) as their advisers. We will also participate in and monitor various stages of the tendering process with a view to ensuring that qualified contractors from both sides can compete fairly for the works contracts. As confirmed with the relevant Shenzhen authorities, in view of the nature of this project, special arrangements will be made to allow qualified Hong Kong contractors to tender for the entrusted works.

### **Traffic Projection**

11. According to the Crosslinks Further Study completed by the Planning Department in 2001, the average daily two-way traffic in respect of the Shenzhen Western Corridor (SWC) is estimated to be 80 000 vehicles and 42 000 coach passengers in 2016. The boundary-crossing facilities at the proposed new control point, which will be capable of handling a peak hourly traffic of about 150 coaches, 1 640 private cars and 2 600 goods vehicles per direction, should be able to handle the anticipated traffic flow in 2016. It is worth noting the handling capacity of the proposed new control point (comprising 118 vehicle kiosks and 91 passenger counters for both inbound and outbound traffic) will well exceed the total handling capacity of all the three existing boundary control points at Lok Ma Chau, Man Kam To and Sha Tau Kok (comprising 42 vehicle kiosks and 79 passenger counters in total for both inbound and outbound traffic) which handled a total average daily traffic of about 33 900 vehicles and 53 600 passengers in 2002.

### **Public Transport and Coach Passenger Drop-off and Pick-up Areas**

12. The SWC, by design, is to cater for goods vehicles and coaches rather than individual travelers who will find it more convenient to make use of

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the other land boundary control points, for example, Lo Wu or Huanggang/Lok Ma Chau, given that the new control point at Shekou will be some distance from the Shenzhen city centre (roughly 20 kilometres). Having regard to this and site constraints, we believe that a public transport drop-off and pick-up area of about 6 000 m<sup>2</sup> will be appropriate. Our current plan for the drop-off and pick-up area has allowed for flexibility and may cater for possible use by different types of domestic public transport services. The drop-off and pick-up area will be able to perform the functions of a public transport interchange if required. We will in consultation with the relevant Shenzhen authorities decide in shorter time what domestic public transport services should be provided, taking into account the latest pattern of cross-boundary traffic.

13. As regards drop-off and pick-up areas for coach passengers, there will be 20 alighting and 43 boarding bays which are capable of coping with the peak hour demand.

### **Health Check and Quarantine Facilities**

14. It is currently planned that the new control point will have necessary facilities to facilitate health check and to enforce quarantine requirements. Such facilities will include infra-red fever screening devices, a medical consultation room, isolation facilities, and facilities for disinfecting and disinsecting luggage and vehicles.

### **Revised PWSC Paper**

15. We have revised PWSC(2003-04)28 at Annex for consideration by the Finance Committee at the meeting scheduled for 18 July 2003. The proposed changes aim to reflect primarily the cost estimate refinements (paragraphs 11 – 15), the proposal to reduce the scope of systems entrusted to the Shenzhen authorities (paragraph 17) and the consequential updates on the job opportunities paragraphs (paragraph 25 and 26).

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Security Bureau  
July 2003

## **ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **HEAD 703 – BUILDINGS**

#### **Support – Boundary facilities (other than road works)**

#### **9GB – Construction of boundary-crossing facilities at Shenzhen Western Corridor under the “co-location” arrangement**

Members are invited to recommend to Finance Committee –

- (a) the upgrading of part of **9GB**, entitled “Construction of boundary-crossing facilities at Shenzhen Western Corridor under the ‘co-location’ arrangement – design and construction works” to Category A at an estimated cost of \$2,173.5 million in money-of-the-day prices; and
- (b) the retention of the remainder of **9GB** in Category B, retitled “Construction of boundary-crossing facilities at Shenzhen Western Corridor under the ‘co-location’ arrangement – land development”.

### **PROBLEM**

There is a need to put in place boundary-crossing facilities at Shekou in Shenzhen to tie in with the commissioning of the Shenzhen Western Corridor (SWC) by end 2005.

**/PROPOSAL.....**

## PROPOSAL

2. The Director of Architectural Services (D Arch S), with the support of the Secretary for Security, proposes to upgrade part of **9GB** to Category A at an estimated cost of \$2,173.5 million in money-of-the-day (MOD) prices for the design and construction of boundary-crossing facilities for SWC under the “co-location” arrangement.

## PROJECT SCOPE AND NATURE

3. The full scope of **9GB** comprises the design and construction of boundary-crossing facilities on a site of about 425 000 square metres (m<sup>2</sup>) at Shekou in Shenzhen for SWC and the associated land development.

4. The scope of the part of **9GB** which we now propose to upgrade to Category A of the Public Works Programme covers the design and construction of a new control point with low-rise buildings and other ancillary structures. The boundary-crossing facilities, which will be co-located with those of the Mainland at Shekou in Shenzhen, will provide the following operational and supporting facilities for use by seven departments (i.e. Immigration Department, Customs and Excise Department, Hong Kong Police Force, Fire Services Department, Department of Health, Transport Department, and Agriculture, Fisheries and Conservation Department) of the Government of the Hong Kong Special Administrative Region (HKSAR) –

- (a) cargo processing facilities, with a total construction floor area (CFA)<sup>1</sup> of about 29 740m<sup>2</sup>, including –
  - (i) 32 kiosks per inbound and outbound direction for immigration and customs clearance of goods vehicles, with overhead canopy, walkways and connecting link footbridges;
  - (ii) 25 goods vehicle inspection platforms per inbound and outbound direction; and
  - (iii) one fixed vehicle X-ray system per inbound and outbound direction;

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<sup>1</sup> The CFAs of various facilities mentioned in paragraph 4 are subject to further refinement. It will be finalised once the detailed design has been developed.

- (b) passenger clearance facilities, with a total CFA of about 35 270m<sup>2</sup>, including –
  - (i) passenger clearance halls with 44 and 47 immigration counters in inbound and outbound directions respectively, and four and two customs inspection cubicles in inbound and outbound directions respectively; and
  - (ii) 25 private car and two coach kiosks per inbound and outbound direction for immigration and customs clearance of private cars and coaches respectively, with overhead canopy, walkways and connecting link footbridges;
- (c) accommodation for and other facilities of the seven government departments, with a total CFA of about 8 580m<sup>2</sup>, including offices, fire station-cum-ambulance depot, police reporting centre, detained goods store, staff canteen, barracks, changing and amenity facilities, electrical and mechanical services workshops and carparking spaces;
- (d) public transport drop-off and pick-up area and coach passenger drop-off and pick-up areas; and
- (e) supporting peripheral structures, with a total CFA of about 3 260m<sup>2</sup>, including health check and quarantine facilities; queuing/parking bays for goods vehicles, coaches and passenger vehicles; roadways; utilities; area illumination; covered walkways; travellers; street furniture; landscaping works; traffic control, signalling, communications and surveillance systems; perimeter security fencing; and information and monitoring systems supporting the operation of the control point.

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The functions and services provided by the seven government departments are at Enclosure 1. A site plan and a three-dimensional perspective drawing of the proposed boundary-crossing facilities are at Enclosures 2 and 3 respectively. We intend to entrust the project design and construction works to the relevant Shenzhen authorities, except for sensitive security-related systems, non-confidential systems which will not be integrated with builder's works extensively and can be installed in parallel with fitting out works at the end of the construction period, and off-the-shelf furniture and equipment items. Details of the entrustment arrangements are explained in paragraphs 17–19 below. Under the proposed entrustment arrangements, we will commence detailed design as soon as possible for completion by February 2004, and commence construction works by April 2004 for completion by end 2005 with no allowance for programme slippage.

5. The remainder of the project covers the land development of the project site. The whole site where the boundary-crossing facilities of the two sides will be co-located is being reclaimed at Shekou by the relevant Shenzhen authorities. The reclamation works are expected to be completed by around mid-2004. We do not seek to upgrade this part of the project to Category A at this stage because negotiations with the relevant Shenzhen authorities over the land development cost are still on-going. The principle that the two sides have preliminarily agreed is that each side will bear the actual costs incurred in developing the land to be used by that side. We will seek funding for the cost of land development as and when the relevant cost figures are ascertained in slower time.

## JUSTIFICATION

6. The capacities of the three existing vehicular boundary crossings at Lok Ma Chau, Man Kam To and Sha Tau Kok between HKSAR and Shenzhen are near saturation. The average total daily vehicular traffic using the three crossings in 2002 was about 33 900, representing a 31% growth over the past five years and an average annual growth of 5%. To cater for the increasing cross-boundary traffic demand, SWC (i.e. the fourth vehicular boundary crossing between the HKSAR and Shenzhen) will be constructed under “**759TH – Shenzhen Western Corridor**”, and is scheduled for completion by end 2005. SWC would facilitate the flow of people and cargo between HKSAR and the southern part of Mainland. It will enhance the status of HKSAR as a business/trade/logistics hub in the Pearl River Delta, and will also bring about substantial economic benefits to HKSAR.

7. To tie in with the commissioning of SWC by end 2005, we will need to put in place boundary-crossing facilities for the provision of immigration and customs clearance services. The boundary-crossing facilities will be able to cater for a peak hourly traffic of about 150 coaches, 1 640 private cars and 2 600 goods vehicles per direction around 2016 so as to meet the anticipated demand of boundary-crossing traffic flow. We have also earmarked an area of about 6 000 m<sup>2</sup> as a public transport drop-off and pick-up area.

8. We plan to implement co-location arrangement for both passenger and cargo clearance at the new control point at SWC. A major consideration supporting co-location is the lack of usable land on Hong Kong side for accommodating new boundary crossing facilities. Besides, co-location will streamline procedures and save passengers' time. Specifically, with co-location, coach passengers will only have to get on and off once instead of twice in going through clearance procedures of the two sides.

9. With the authorisation by the Central People's Government, a Hong Kong Management Area within the co-located site at Shekou will be clearly earmarked, and be managed by HKSAR according to its laws. Operationally, each side will conduct its own immigration and customs examinations according to its own laws and regulations with a buffer area in between, i.e. the existing modus operandi will be basically followed. The respective management areas of the two sides will not overlap so as to avoid any confusion or vacuum in jurisdiction.

10. We will need to introduce legislative amendments to clearly define the Hong Kong Management Area to be managed by HKSAR, and to extend the laws of HKSAR to the Hong Kong Management Area. In consultation with the Department of Justice and all other government Bureaux, we are making the necessary preparatory work for the proposed legislative amendments, and hope to be able to introduce the relevant bill to the Legislative Council as soon as possible.

## **FINANCIAL IMPLICATIONS**

11. We estimate the total capital cost of the part of **9GB** which we now propose to upgrade to Category A to be \$2,173.5 million in MOD prices (see paragraph 14 below), made up as follows –

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		\$ million	
<b>I. Works to be undertaken by the HKSAR Government</b>			
(b)	Furniture and equipment <sup>2</sup>	214.0	
(b)	Communications and electronics design/vetting charges <sup>3</sup>	28.0	
(c)	Consultants' fees for quantity surveying services	6.0	
(d)	Contingencies	25.0	
	Sub-total	273.0	(in September 2002 prices)
(e)	Provision for price adjustment	(19.0)	
	Total	254.0	(in MOD prices)

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<sup>2</sup> Calculation of the estimated cost of furniture and equipment is based on an indicative list of sensitive security-related systems, non-confidential systems which will not be integrated with builder's works extensively and can be installed in parallel with fitting out works at the end of the construction period, and off-the-shelf furniture and equipment items. We will separately seek funding under **Head 710 – Computerisation** for administrative computer systems, such as the Immigration Control Automation System, in due course.

<sup>3</sup> Communications and electronics design/vetting charges are for the employment of Hong Kong consultants to design and supervise the non-entrusted communications and electronic systems and to vet the design of entrusted electronic systems and the fixed vehicle X-ray system according to Hong Kong standards and requirements.

	\$ million	
<b>II. Works to be entrusted to the relevant Shenzhen authorities</b>		
(a) Site Works	10.0	
(b) Piling	115.0	
(c) Building	483.0	
(d) Building services works	160.0	
(e) Drainage and external works	434.0	
(f) Furniture and equipment <sup>4</sup>	94.0	
(g) Fixed vehicle X-ray system	152.0	
(h) Entrustment fees for design, management, construction and supervision <sup>5</sup>	203.0	
(i) Contingencies	165.0	
Sub-total	1,816.0	(latest available estimates)
(j) Provision for price adjustment	103.5	
Total	1,919.5	(in MOD prices)
<b>Total for parts I and II</b>	<b>2,173.5</b>	<b>(in MOD prices)</b>
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<sup>4</sup> Calculation of the estimated cost of furniture and equipment is based on an indicative list of non-confidential electronic systems required, which will need close interface and integration into the building fabric of the construction works and cannot be easily separated from the building structure works concerned without running a high risk of delaying the project.

<sup>5</sup> Subject to further negotiation with the relevant Shenzhen authorities, entrustment fees estimated at 14% of the value of the entrusted works will be payable to the relevant Shenzhen authorities for detailed design, management, construction and supervision of the entrusted works.

12. The CFA of **9GB** is about 76 850m<sup>2</sup>. The estimated construction unit cost, represented by the building and building services costs, is \$8,367 per m<sup>2</sup> of CFA according to the latest available estimated prices. The construction unit cost is lower than that of the Expansion of Kiosks and other Facilities at Lok Ma Chau Boundary Crossing undertaken by the Government of HKSAR.

13. The consultants' fees in paragraph 11(I)(c) are for the procurement of independent quantity surveying services for the project. A breakdown of the estimate for consultants' fees by man-months is at Enclosure 4.

14. Subject to approval and taking into account the provisions for price adjustments for parts I and II in paragraph 11 above, we will phase the expenditure as follows –

Year	\$ million (Sep 2002 for part I and latest available estimates for part II)	\$ million (MOD)
2003 – 04	19.0	18.8
2004 – 05	454.1	466.9
2005 – 06	1,326.2	1,385.1
2006 – 07	204.7	215.6
2007 – 08	85.0	87.1
	<hr/> 2,089.0 <hr/>	<hr/> 2,173.5 <hr/>

15. We have derived the MOD estimates on the basis that there will be a 3% inflation annually in Shenzhen for labour and construction prices for the period 2003 to 2008 for the works to be entrusted to the relevant Shenzhen authorities; and on the basis of the Government's latest forecast of trend labour and construction prices for the period 2003 to 2008 for the remaining works.

16. We estimate the annual recurrent expenditure arising from the project to be \$426.5 million.

## **ENTRUSTMENT ARRANGEMENTS**

17. As the project site is located at Shekou in Shenzhen, and the project design and construction works will be carried out before the laws of HKSAR are to be extended to the Hong Kong Management Area under our proposed legislative amendments, we plan to entrust the project design, management, construction and supervision works to the relevant Shenzhen authorities, except for sensitive security-related systems, non-confidential systems which will not be integrated with builder's works extensively and can be installed in parallel with fitting out works at the end of the construction period, and off-the-shelf furniture and equipment items. We have reached in-principle agreement with the relevant Shenzhen authorities on this procurement arrangement. This entrustment arrangement will facilitate coordination and avoid interface problems that may otherwise arise from two governments implementing their respective portions of the works on the same site.

18. The entrustment agreements will be in the form of government-to-government agreements signed between the Government of HKSAR and the relevant Shenzhen authorities. To ensure that the design and construction of the boundary-crossing facilities meet the operational, management and maintenance requirements of HKSAR and can be completed within the agreed timeframe and budget, the entrustment agreements will set out relevant arrangements, such as the scope of the entrusted works; duties and obligations of the two sides; management and supervision of the entrusted works; financial control; payment procedures; timeframe for completing the entrusted works; dispute resolution mechanism, etc. Subject to detailed arrangements to be mutually agreed, the relevant Shenzhen authorities will undertake project design, tendering, cost control and construction supervision. They will be responsible for ensuring that the project fully complies with the standards specified in the entrustment agreements, within the agreed programme and project budget. They will also ensure that the design and construction of the works on Hong Kong side are co-ordinated with the Mainland part of the co-located facilities and that all Mainland statutory submissions and approvals are obtained. We will require the relevant Shenzhen authorities to incorporate duties and obligations, professional indemnity, bond, insurance and liquidated damages provisions into consultancies and construction contracts as appropriate to give the same protection as is provided for projects undertaken in HKSAR.

19. The entrusted design and construction will be subject to endorsement and monitoring by a Joint Working Group between the two sides. We will require the relevant Shenzhen authorities to make regular design progress and cost reports to the Joint Working Group for approval. The Architectural Services Department will co-ordinate with other relevant works agents of the Government of HKSAR on the pre-vetting of the technical details with a view to ensuring compliance with the standards and requirements of HKSAR. At all stages of the entrustment, relevant departments of the Government of HKSAR will render advice to the relevant Shenzhen authorities. In addition, we will see to it that qualified contractors from both sides can bid for the entrusted works.

## **PUBLIC CONSULTATION**

20. We consulted the Legislative Council Panels on Security and Transport jointly on 6 May 2003. Members of both Panels in general supported the proposed project. Some Members expressed that the “co-location” arrangement should be underpinned by legislation and that related legal and jurisdictional issues should be addressed thoroughly. Some urged the Administration to consider the scope and framework of entrustment carefully (e.g. to exclude installation of sensitive security-related items and to ascertain the rights and obligations of the two sides) so as to safeguard the interests of Hong Kong. The Administration undertook to keep Members informed of progress of the project regularly in due course.

## **ENVIRONMENTAL IMPLICATIONS**

21. The project site is located outside the boundary of HKSAR, and an environmental permit is not required under the Environmental Impact Assessment (EIA) Ordinance to commence the construction works for the project. Meanwhile, the relevant Shenzhen authorities have undertaken its own EIA to meet the prevailing environmental standards and requirements of Mainland.

22. We will ensure, through our project trustee, the proper control of noise, dust and site run-off nuisances during construction in accordance with established standards and guidelines through the implementation of mitigation measures in the relevant contracts. We will require more prefabricated building elements to be introduced into the project design as appropriate to reduce temporary formwork and construction waste. We will also require the reuse of suitable excavated materials for filling within the site to minimise off-site disposal. In addition, we will require the adoption of approved mitigation measures to avoid, reduce, reuse and recycle construction and demolition materials.

## LAND ACQUISITION

23. The project site is located outside the boundary of HKSAR, and does not require land acquisition or clearance by the Government of HKSAR. As mentioned in paragraph 5, the land development of the project site is covered by the remainder of the project. We will seek funding for the cost of land development for the project site as and when the relevant cost figures are ascertained in slower time.

## BACKGROUND INFORMATION

24. We upgraded **9GB** to Category B in May 2003. We engaged consultants in July 2002 to provide preliminary traffic engineering advice to assist in the preparation of a project master plan at a total cost of \$250,000. We charged this amount to block allocation **Subhead 3100GX** "Project feasibility studies, minor investigations and consultants' fees for items in Category D of the Public Works Programme". The consultants completed their service in May 2003 when the master plan was agreed with the relevant Shenzhen authorities.

25. We estimate that the entrusted works of the project will create a total of some 31 jobs for Hong Kong consultants, comprising 15 professional and 16 technical staff (to be employed as advisors to ensure compliance with the standards and statutory requirements of HKSAR), totalling 370 man-months and, in case the contracts are awarded to Hong Kong contractors, an addition of 30 jobs for the contractors, comprising six professional and 24 technical staff, totalling 550 man-months.

26. For non-entrusted works of the project to be undertaken by the HKSAR Government, it will create some 84 jobs, comprising six professional, 13 technical staff and 65 labourers, totalling 500 man-months.

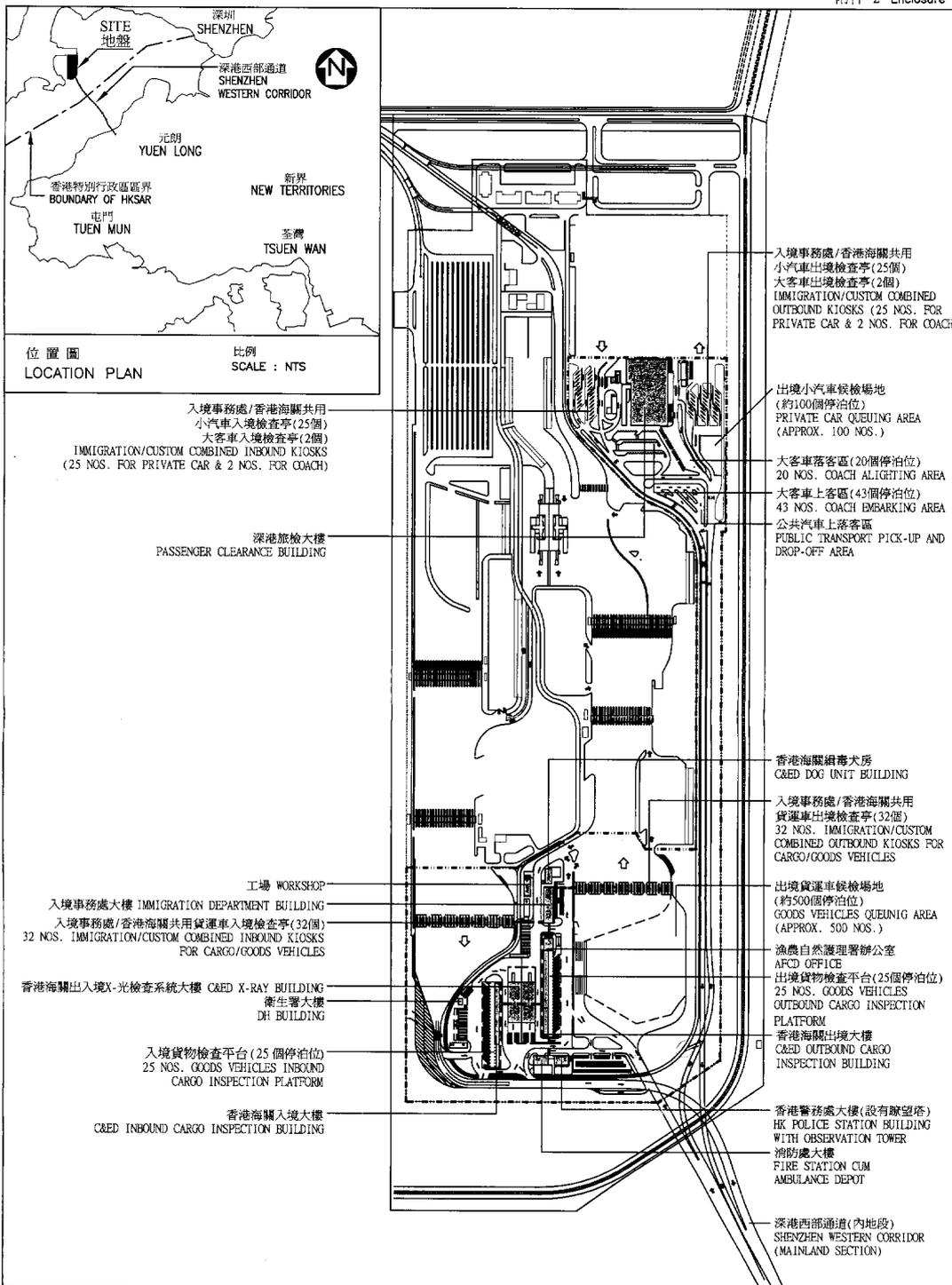
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Security Bureau  
July 2003

**9GB – Construction of boundary-crossing facilities  
at Shenzhen Western Corridor under the “co-location” arrangement**

**Brief functions of user departments**

<b>Department</b>	<b>Functions</b>
Customs and Excise Department	<ul style="list-style-type: none"> <li>- To conduct customs clearance on passengers, cargo and vehicles utilizing the boundary-crossing facilities.</li> <li>- To protect revenue relating to dutiable commodities.</li> <li>- To conduct investigation into customs-related offences with a view to effecting seizure and forfeiture of illegal items and prosecution of offenders.</li> </ul>
Hong Kong Police Force	<ul style="list-style-type: none"> <li>- To maintain law and order.</li> <li>- To manage vehicular and passenger traffic flow.</li> <li>- To enforce Hong Kong legislation.</li> <li>- To maintain integrity of the boundary of the area under Hong Kong’s jurisdiction.</li> <li>- To protect life and property.</li> <li>- To investigate traffic accidents.</li> </ul>
Fire Services Department	<ul style="list-style-type: none"> <li>- To extinguish fires.</li> <li>- To protect life and property in case of fire or other calamities.</li> <li>- To assist any person who appears to need prompt or immediate medical attention by –               <ul style="list-style-type: none"> <li>(i) securing his safety;</li> <li>(ii) resuscitating or sustaining his life; and</li> <li>(iii) reducing his suffering or distress.</li> </ul> </li> <li>- To convey any person requiring immediate medical attention to a hospital or other places where medical attention is available to him.</li> </ul>
Department of Health	<ul style="list-style-type: none"> <li>- To man the Port Health Office and to prevent the introduction of quarantinable diseases into Hong Kong by enforcing the Quarantine and Prevention of Disease Ordinance, Cap. 141. should an outbreak of quarantinable disease occur across the boundary. To take measures including medical inspection of persons, disinfection of their luggage, disinfection of vehicles, decontamination of contaminated areas, dispensation of medication / vaccination where appropriate, etc.</li> </ul>
Immigration Department	<ul style="list-style-type: none"> <li>- To exercise effective immigration control.</li> <li>- To facilitate the smooth crossing of passengers and vehicles by providing efficient immigration clearance.</li> <li>- To ensure no passenger will evade from immigration examination.</li> </ul>

<b>Department</b>	<b>Functions</b>
Agricultures, Fisheries and Conservation Department (AFCD)	<ul style="list-style-type: none"><li>- To be responsible for the control of importation of live animals, birds, plants and endangered species into Hong Kong via the co-location control point.</li><li>- To inspect certificates certifying that the food animals imported do not contain any prohibited chemical and other chemicals exceeding the prescribed levels.</li></ul>
Transport Department	<ul style="list-style-type: none"><li>- To facilitate manifest collection, tax enforcement, customer service and tax refund under the proposed Boundary Facilities Improvement Tax arrangement.</li></ul>



9GB 在蛇口的深港西部通道口岸設施 BOUNDARY CROSSING FACILITIES AT SHEKOU FOR THE SHENZHEN WESTERN CORRIDOR	drawn by J. FUNG / K.H. CHAN	date 06-2003	drawing no. AB/6596/XA101	scale 1:10000 (in A4 SIZE)
	approved K.C. TAM	date 06-2003	 ARCHITECTURAL SERVICES DEPARTMENT	
	office ARCHITECTURAL BRANCH			

擬建過境設施的立體透視圖

THREE-DIMENSIONAL PERSPECTIVE DRAWING OF THE PROPOSED BOUNDARY CROSSING FACILITIES



9GB  
 在蛇口的深港西部通道口岸設施  
 BOUNDARY CROSSING FACILITIES AT SHEKOU FOR THE SHENZHEN WESTERN CORRIDOR

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**9GB – Construction of boundary-crossing facilities  
at Shenzhen Western Corridor under the “co-location” arrangement**

**Breakdown of the estimate for consultants’ fees**

<b>Consultants’ staff costs</b>		<b>Estimated man-months</b>	<b>Average MPS* salary point</b>	<b>Multiplier (Note 1)</b>	<b>Estimated fee (\$ million)</b>
Quantity surveying services (Note 2)	Professional	34	38	2.0	3.9
	Technical	55	14	2.0	2.1
<b>Total</b>					6.0

\*MPS = Master Pay Scale

Note

1. A multiplier of 2.0 is applied to the average MPS point to estimate the full staff costs including the consultants’ overheads and profit. (At 1 October 2002, MPS point 38 = \$57,730 per month and MPS point 14 is 19,195 per month.)
2. The figures given above are based on the estimates prepared by the Director of Architectural Services. We will only know the actual man-months and actual costs after finalizing the consultancy agreement.