

**For discussion  
on 2 April 2004**

**LegCo Panel on Security  
3179GK – Expansion and Modification Works at  
Sha Tau Kok Control Point**

## **INTRODUCTION**

This paper outlines the Administration's plan to expand the main building at Sha Tau Kok Control Point to provide additional space to cater for various operational needs and to improve services to the public.

## **BACKGROUND AND JUSTIFICATION**

2. The Sha Tau Kok Control Point started operation in March 1985. Since then, cross-boundary traffic at the Control Point has increased substantially. The throughput of passenger, vehicle and cargo consignment has increased by over 200%<sup>1</sup>. To cope with the dramatic growth of this traffic, the operating hours of the Control Point were extended by two hours from 0700-1800 hours to 0700-2000 hours in December 1997. The facilities at the Control Point have to be expanded for the efficient running of customs, immigration, health control and food checking functions. The various needs are described in paragraphs 3 to 8 below.

3. To maintain the level of clearance service during the extended hours, the establishment of the Customs and Excise Department (C&ED) has been increased from 50 posts to 86 posts. Moreover, to reinforce enforcement actions against smuggling and drug trafficking in view of the increased throughput at the Control Point, special task forces including the Control Point Investigation Team, the Mobile X-ray Team, the Customs Detector Dog Team and the Textile Tactical Team are regularly deployed to

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<sup>1</sup> In 1986, the throughput figures of passenger, vehicle and cargo consignment are 456,950, 174,389 and 93,538 respectively whereas in 2003, the figures are 1,753,234, 845,118 and 366,816 respectively.

the Control Point.

4. There is however no corresponding increase to the space provision for C&ED. To deal with the need for additional accommodation, temporary arrangements have been made. For instance, two cargo containers serve as staff changing rooms and temporary structures of fibreglass have been erected to accommodate the officers and equipment of the Cargo and Vehicle Processing Unit. These temporary offices have spilled onto part of the space initially reserved for cargo examination.

5. Due to site constraints, the alighting/re-boarding points for coaches and shuttle buses are sometimes pushed further away from the main building of the Control Point when there are a number of vehicles arriving at the Control Point simultaneously. Passengers will have to walk some distance to the main building in the open. There is a need to provide covered walkways and canopies at the alighting/re-boarding areas to provide proper shelter and connecting facilities for passengers. Further, the Customs clearance cubicle at the main building will have to be relocated so as to enlarge the queuing space and to provide a better environment for the travelling public.

6. The Immigration Department (ImmD) requires additional space to accommodate the additional computer and logistical support facilities to cope with the increase in passenger and vehicular traffic.

7. Since the SARS epidemic last year, the Department of Health (DH) has put in place enhanced measures of port health control including the collection and checking of health declaration forms from all passengers, conducting body temperature checks and disinfection of contaminated conveyances at the Control Point. It is necessary to construct a permanent Port Health Office at the Control Point to enable health control measures to be carried out effectively.

8. Apart from the Man Kam To and Lok Ma Chau Control Points, Sha Tau Kok is the other land boundary control point where Food and Environmental Hygiene Department (FEDH) carries out checking of food imported from the Mainland. Since there is no food inspection office at Sha Tau Kok, food samples drawn there have to be delivered to the Man Kam To Food Inspection Office for analysis. This is time-consuming and

ineffective, in particular for perishable goods. A permanent Food Inspection Office is required at the Control Point to enhance the effectiveness and efficiency of the safety control on imported food.

## **PROJECT SCOPE**

9. We intend to expand and modify the main building to create additional space to meet the operational requirements set out in paragraphs 3 to 8 above. The project comprises the following items of works -

(a) Public Area (218m<sup>2</sup>)

Two covered walkways of about 20m long with handrail will be constructed to connect the main building and the re-boarding and alighting areas, and two canopies will be erected at the alighting and boarding areas for coaches and shuttle buses. The Customs clearance cubicle at the main building will also be re-located to enlarge the public circulation area.

(b) New Extension of C&E Unit (575m<sup>2</sup>)

The new extension of C&E Unit will include such facilities as offices, uniform/stationery store, equipment store, computer room, cargo manifest store, case processing room, interview rooms, seizure store, search room, X-ray machine operation room, etc. In addition, two permanent structures will be constructed at the incoming and outgoing Cargo Examination Platforms to accommodate the Cargo and Vehicle Processing Unit; and a dog kennel for customs detector dogs with food and equipment stores.

(c) New Extension of Immigration Unit (115.3m<sup>2</sup>)

The new extension of Immigration Unit will include offices, VIP room, detention room, conference cum multi-function room, interview room and record office.

(d) DH Port Health Office (58m<sup>2</sup>)

The Port Health Office will include consultation rooms, disinfection rooms, isolation rooms, store rooms and reception/waiting area.

(e) FEHD Food Inspection Office (17.5m<sup>2</sup>)

The FEHD Food Inspection Office will be accommodated within the main building.

———— A site plan showing the details of the proposed works is at Annex.

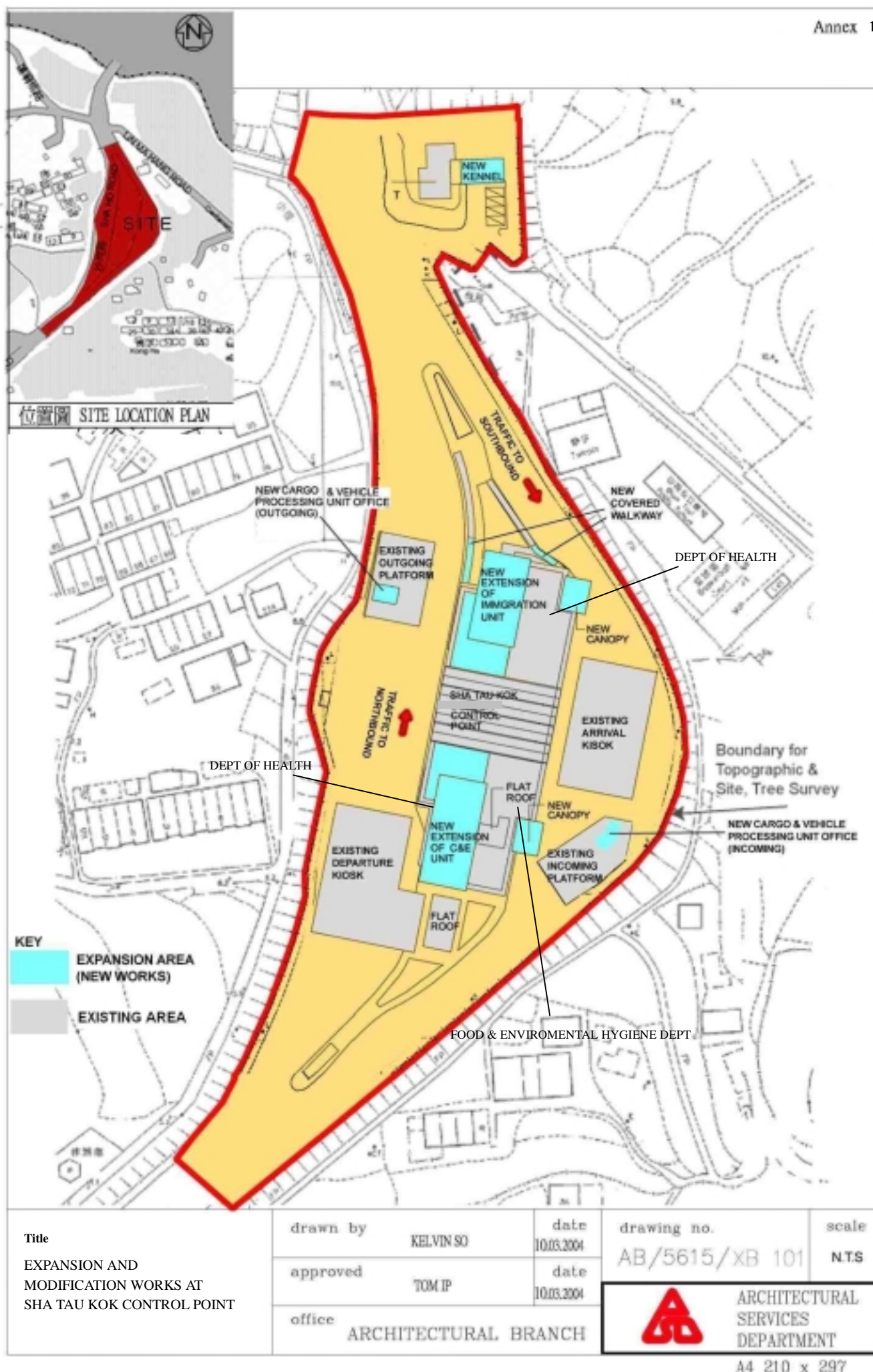
## **FINANCIAL IMPLICATIONS**

10. The estimated capital cost of the project is \$49.2 million in September 2003 prices.

## **IMPLEMENTATION PLAN**

11. We plan to seek funding support from the Public Works Subcommittee and approval from the Finance Committee in June and July 2004 respectively. Subject to funding approval, construction works will start in the last quarter of 2004 for completion by mid 2006.

**Security Bureau**  
**March 2004**



## Title

EXPANSION AND  
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SHA TAU KOK CONTROL POINT

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