

**For discussion on
22 April 2008**

LEGISLATIVE COUNCIL PANEL ON DEVELOPMENT

The Work of Hong Kong-Shenzhen Joint Task Force on Boundary District Development

Purpose

This paper briefs Members on –

- (a) the major functions, organization and progress of work of the Hong Kong-Shenzhen Joint Task Force on Boundary District Development (Joint Task Force); and
- (b) the latest development of the Lok Ma Chau Loop (the Loop) and the new boundary control point (BCP) at Liantang/Heung Yuen Wai (LT/HYW).

Background

2. In his 2007-08 Policy Address, the Chief Executive announced the partnership with Shenzhen to jointly establish a high level coordinating mechanism to explore the feasibility of developing the Loop to the mutual benefits of both sides, and steer further research and planning work on other cross-boundary issues. The proposal has received positive feedback from the Shenzhen Municipal Government. Under the “Co-operation Agreement on Recently Initiated Major Infrastructural Projects” signed by Hong Kong and Shenzhen on 18 December last year, the Joint Task Force was set up to co-ordinate, liaise and steer work on the studies in relation to the planning and development of land in the boundary district.

Major Functions and Organisation of the Joint Task Force

3. The first meeting of the Joint Task Force was held on 10 March in Shenzhen. The major functions of the Joint Task Force are to:

- (a) co-ordinate, liaise and steer work on the studies in relation to the planning and development of land in the boundary district; and
- (b) set up working groups to carry out project-specific research for the planning and development of land in the boundary district, steer the work progress of the working groups, and consider the findings submitted by the working groups.

4. The Joint Task Force is co-headed by the Secretary for Development of the Hong Kong SAR Government and the Executive Deputy Mayor of the Shenzhen Municipal Government, with members from officials of the relevant policy and executive departments in both Governments. The Joint Task Force meets every six months in principle. The next meeting is tentatively scheduled to be held in Hong Kong this September. Ad hoc meetings may be organized for special topics.

Progress of Work of the Joint Task Force

5. The recent work of the Joint Task Force is focused on the development of the Loop and the proposed new BCP at LT/HYW.

6. At its first meeting, the Joint Task Force agreed to have more effective co-ordination, liaison and steering of work on the studies in relation to the development of the Loop, and the new BCP at LT/HYW. It was decided that three working groups should be formed for these two development projects - Working Group on Environment, Planning and Works of the Loop, Working Group on Mode of Development of the Loop, and Working Group on Preliminary Planning of Control Point at LT/HYW. Relevant working groups would be set up timely according to work progress. All the working groups are required to regularly report the progress of their studies to the Joint Task Force.

The Loop

7. Upon completion of Stage I of the Shenzhen River Regulation Project including the Loop section in May 1997, the administrative boundary between Hong Kong and Shenzhen in the area has followed the centre line of the new river channel. The Loop, which lies to the south of the centre line of the new river channel, has been delineated as part of the HKSAR administrative area (**Plan 1**).

8. With an area of about 100 hectares, the Loop is situated in the upstream of Mai Po Inner Deep Bay Ramsar Site. The wetland around the Loop has very high ecological value. Hong Kong and Shenzhen Governments will carry out careful studies and technical analysis on the development of the Loop to ensure that the existing ecology of the area will not be affected by development. Being a reinstated dumping ground, part of the soil in the Loop has been contaminated. In taking forward any land use and development proposals, the environmental impacts and any mitigation measures required will be taken into consideration. Therefore, both sides will commence a comprehensive study on the land use planning, detailed environmental impact assessment (EIA) and engineering feasibility. The study will include a preliminary ecological baseline study and a soil sample study. Since the Loop is located on the HKSAR administration area, all works and development are subject to the laws of Hong Kong, including the EIA regulations.

9. At its meeting on March 10, the Joint Task Force decided that, on the principle of joint study and development, both sides would commission a comprehensive consultancy study this year to explore the feasibility of developing the loop and land uses on the basis of mutual benefits. The study will cover land use, EIA, traffic and engineering issues. The funding for the study will be shared between the two Governments.

10. Moreover, academic institutions will be appointed shortly to collect views on the future development of the loop from the general public and experts on the two sides to provide a basis for the forthcoming comprehensive study. The opinion survey is scheduled for completion by the end of this year. Shenzhen Municipal Environmental Protection Bureau has also commissioned a consultant to conduct a preliminary environmental baseline study including soil sample and ecological baseline studies. The findings of these studies will provide environmental baseline for the comprehensive study.

LT/HYW BCP

11. The “Shenzhen-Hong Kong Joint Preliminary Planning Study on Developing LT/HYW Control Point” (the Joint Study) commenced in December 2006. The Joint Study examines the need, function and benefits of developing the new BCP at a macro and strategic level. To tie in with the BCP development, the Hong Kong SAR Government

commenced an internal study in January 2007 to look into the related issues of the BCP on land use planning and connecting roads in the territory.

12. The Joint Study is nearing completion and the internal study is now at its final stage. Both Governments will carefully consider the findings of the studies. It is expected that specific development details will be finalized in the latter half of the year.

13. The Joint Task Force agreed at its first meeting on March 10 to expedite related work of the Joint Study. It also agreed to adopt the separate location of cross-boundary facilities as recommended by the Joint Study as a direction for further study. On the basis of “people based” principle, the detailed layout and design of the BCP will provide maximum convenience to passengers by minimizing the distance of immigration and customs clearance between the two sides. In order to resolve the flooding problem in the upper stream of Shenzhen River, the proposed BCP development will tie in with the improvement works of the Shenzhen River (Liantang section).

14. The proposed BCP will not only be able to meet the growing need of cross boundary travel but also, more importantly, it is also planned for the strategic development and the demand for cross boundary service of both sides in the long run (**Plan 2**). The new BCP will serve mainly cross boundary goods transport and long distance passengers (not individual commuters) between Hong Kong and Shenzhen East, Huizhou, Eastern Guangdong, Southern Jiangxi and Southern Fujian.

15. The new BCP will connect with the Shenzhen Eastern Corridor in Shenzhen and will provide an access to the Eastern Guangdong via Shenzhen-Huizhou and Shenzhen-Shantou Expressways. This will significantly shorten the distance between Hong Kong/Shenzhen and Eastern Guangdong, Fujian and Jiangxi Provinces, and greatly facilitate the future regional cooperation and development. The new BCP will help further extend the economic hinterland of Hong Kong and Shenzhen, enhance the connection with Eastern Guangdong, promote regional development of Hong Kong/Shenzhen and Eastern Guangdong, and foster a closer tie in the development of both sides. This will have strategic significance for a closer integration of Hong Kong and Shenzhen.

16. For Hong Kong, the proposed new BCP will help re-distribute the cross-boundary traffic amongst the crossings in the east. This will

alleviate the frequent traffic congestion at Man Kam To (MKT) Control Point and provide room for improvement at MKT and Sha Tau Kok Control Points. As a result, the overall handling capacity and the quality of service of the existing BCPs at the eastern side of Hong Kong and Guangdong will be greatly enhanced. Furthermore, under the “people-based” principle, the proposed BCP will be able to provide users with more convenient and high quality service. With the new connecting road to be constructed in Hong Kong for the BCP, the traffic network in the New Territories East as a whole will be improved.

Advice Sought

17. Members are invited to give comment on the work of the Joint Task Force, the development of the Loop and the proposed new BCP at LT/HYW.

**Development Bureau
April 2008**



落馬洲河套地區位置圖
 LOK MA CHAU LOOP LOCATION PLAN

Source 資料來源：航空照片攝影於17-12-2006

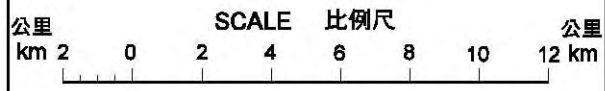
Plan No. 圖則編號：M/SP/08/020A 圖一

Date 日期：31/3/2008 Plan 1



位置圖
LOCATION PLAN

蓮塘/香園圍口岸及深圳東部過境通道
Liantang / Heung Yuen Wai Control Point and
Shenzhen Eastern Corridor



Plan No. 圖則編號: M/SP/06/032C

Date 日期: 02/04/2008

圖二
Plan 2