

For discussion
on 16 December 2010

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

**13GB – Liantang/Heung Yuen Wai Boundary Control Point
and associated works**

PURPOSE

This paper seeks Members' views on our proposal to upgrade part of **13GB “Liantang/Heung Yuen Wai Boundary Control Point and associated works”** to Category A at an estimated cost of \$265.8 million in money-of-the-day (MOD) prices to carry out detailed design and ground investigation for the development of the new Boundary Control Point (BCP).

PROJECT SCOPE

2. The part of **13GB** that we propose to upgrade to Category A comprises –

- (a) detailed design of the works described in paragraphs (i) to (viii) below, including review of the preliminary design and relevant impact assessments on environment, traffic, drainage, sewerage and geotechnical aspect–
 - (i) site formation of about 23 hectares of land for the development of the BCP;
 - (ii) provision of a perimeter road at the BCP together with the associated vehicular and pedestrian gates, fencing, etc;
 - (iii) an approximately 11-kilometre (km) long dual two-lane connecting road (with about 1.0 km of at-grade road, 4.3 km of viaduct and 5.7 km of tunnels) connecting the BCP with Fanling

Highway and the associated traffic control and surveillance system;

- (iv) associated diversion/modification works at Lin Ma Hang Road;
 - (v) provision of sewage collection, treatment and disposal facilities for the BCP and the resite for Chuk Yuen Village;
 - (vi) widening of access road to the resite for Chuk Yuen Village;
 - (vii) related improvement works for Shenzhen River; and
 - (viii) associated environmental mitigation measures, landscaping works, drainage/sewerage, waterworks, utilities and traffic engineering works;
- (b) associated ground investigation and site supervision; and
- (c) preparation of tender documents and assessment of tenders.

3. The remaining parts of **13GB** comprise –

- (a) construction of the works described in paragraphs 2(a)(i) to (viii) above;
- (b) provision of cargo processing facilities including kiosks for clearance of goods vehicles, customs inspection platforms, X-ray buildings, etc;
- (c) provision of passenger related facilities including processing kiosks and examination facilities for private cars and coaches, passenger clearance building and halls, etc;
- (d) provision of accommodation and facilities (including furniture and equipment) for the Government departments providing services in connection with the BCP;

- (e) provision of transport and miscellaneous facilities inside the BCP including public transport interchange, transport drop-off and pick-up areas, vehicle holding areas, passenger queuing areas, internal road networks, fencing, drainage and sewerage system, water supply system, utilities and electronic systems, etc;
- (f) reprovisioning of boundary patrol road and associated security facilities to facilitate the Shenzhen River improvement works in paragraph 2(a)(vii) above; and
- (g) associated environmental mitigation measures and landscaping works.

Funding for the above works will be sought separately at a later time when they are ready for upgrading to Category A.

4. Subject to the approval of the Finance Committee, we plan to engage consultants in April 2011 to carry out the detailed design and ground investigation for the project for completion by October 2013.

5. A location plan of the proposed BCP and the connecting road is at **Enclosure 1**. The conceptual layout of the BCP is at **Enclosure 2**.

JUSTIFICATION

6. The Hong Kong Special Administrative Region Government and the Shenzhen Municipal Government jointly announced at the second meeting of the Hong Kong-Shenzhen Joint Task Force on Boundary District Development on 18 September 2008 the implementation of the Liantang/Heung Yuen Wai BCP for operation in 2018.

7. We commenced the investigation and preliminary design of the project in April 2009 and have substantially completed the work in December 2010. We have formulated the conceptual layout of the BCP, the alignment of the connecting road and the improvement scheme to the relevant section of Shenzhen River.

8. In order to minimise the initial project outlay, we have studied the feasibility of implementing the connecting road in phases and concluded that the connecting road in the initial phase will not be able to cope with the projected BCP traffic by its own. Some of the BCP traffic will overflow to the existing road

network (e.g. Man Kam To Road, Ping Che Road and Sha Tau Kok Road) in the New Territories which does not have spare capacity. Besides, phased implementation will result in higher overall cost due to the need of significant improvement to the existing road network.

9. In order to meet the target opening date of the BCP in 2018, we plan to start the proposed detailed design in April 2011 and to conduct more ground investigation to provide further geotechnical and geological information for the detailed design.

10. In view of the multidisciplinary nature of the project and insufficient in-house resources, we propose to employ consultants to undertake the proposed detailed design including site supervision of the ground investigation works.

FINANCIAL IMPLICATIONS

11. We estimate the cost of the proposed detailed design and ground investigation to be \$265.8 million in MOD prices, made up as follows -

	\$ million
(a) Ground investigation	102.8
(b) Consultants' fees	95.4
(i) Detailed design	94.2
(ii) Contract administration for ground investigation	0.9
(iii) Management of resident site staff for ground investigation	0.3
(c) Remuneration of resident site staff for ground investigation	10.4
(d) Electrical and Mechanical Services Trading Fund (EMSTF) charges ¹	10.9

¹ Since the establishment on 1 August 1996 under the Trading Fund Ordinance, the EMSTF charges government departments for design and technical consultancy services provided by Electrical and Mechanical Services Department. The services rendered for this project include checking consultants' submissions on all electrical and mechanical (E&M) installations and providing technical advice to Government on all E&M works and their impact on the project.

(e) Contingencies	20.3	
Sub-total	239.8	(in September 2010 prices)
(f) Provision for price adjustment	26.0	
Total	265.8	(in MOD prices)

12. The proposed detailed design and ground investigation works will not give rise to any recurrent consequences.

PUBLIC CONSULTATION

13. We consulted the Concern Group on the Construction of Liantang Boundary Control Point under the North District Council on 24 June 2010 and members raised no objection to the proposal of carrying out detailed design and ground investigation.

14. The Traffic and Transport Committee under the Tai Po District Council was consulted on 17 September 2010. Members of the committee were in general supportive of the project and requested the Civil Engineering and Development Department to keep close liaison with the relevant District Councillors and Village Representatives on the detailed design.

15. We consulted the Rural Committees of Fanling, Sheung Shui, Sha Tau Kok, Ta Kwu Ling and Tai Po in August and September 2010. The Rural Committees generally supported the project.

16. We also consulted the Heung Yee Kuk on 21 September 2010. Members of the Heung Yee Kuk supported the project.

17. During public consultation of the project, we have received requests for the provision of park-and-ride facilities, pick-up and drop-off points for private cars at the BCP. Local villagers have also requested for the provision of facilities to enable their access to the BCP on foot. To address these demands, we have embarked on a study to look into the provision of such facilities for the convenience of the public. We will take on board the findings in the detailed design stage.

ENVIRONMENTAL IMPLICATIONS

18. The project is a designated project under Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO)(Cap. 499). The part of the project which involves construction and operation of the BCP and its connecting road is subject to an on-going Environmental Impact Assessment (EIA) study carried out by the Director of Civil Engineering and Development. Another part of the project which involves improvement works for Shenzhen River is subject to another on-going EIA study carried out by the Director of Drainage Services.

19. The proposed detailed design and ground investigation works are not a designated project under the EIAO and will not give rise to adverse environmental impacts. We will implement standard pollution control measures during the ground investigation works, as promulgated by the Director of Environmental Protection.

20. The proposed detailed design and ground investigation will only generate very little construction waste. For the future implementation of the construction works, we will require the consultants to fully consider measures to minimize the generation of construction waste and to reuse/recycle construction waste as much as possible.

HERITAGE IMPLICATIONS

21. The proposed detailed design and ground investigation will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

22. The proposed detailed design and ground investigation will not require land acquisition.

BACKGROUND

23. We upgraded **13GB** to Category B in July 2008.

24. We sought funding from the Finance Committee on 9 January 2009 for upgrading part of **13GB** to Category A as **14GB** “Liantang/Heung Yuen Wai

Boundary Control Point and associated works – investigation and preliminary design” for carrying out investigation and preliminary design for the development of the BCP. We have substantially completed the work in December 2010. Based on the finding of the investigation and preliminary design, the total area of the site formation should be increased from 18.3 hectares to 23 hectares to provide sufficient land for the development of the BCP and associated facilities. In addition, the alignment of the connecting road should be revised and the total road length has been increased from 10km to 11km.

25. We also sought funding from the Finance Committee on 30 April 2010 for upgrading part of **13GB** to Category A as **16GB** “Liantang/Heung Yuen Wai Boundary Control Point and associated works – village reprovisioning works” to provide a village resite area with supporting infrastructure at Ta Kwu Ling for reprovisioning of the existing Chuk Yuen Village to allow for the construction of the BCP. The works subsequently commenced in August 2010 for completion by early 2012.

26. We gazetted relevant components of **13GB** under Foreshore and Seabed (Reclamations) Ordinance (Cap.127) on 23 July 2010, and Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 13 August 2010 and 12 November 2010.

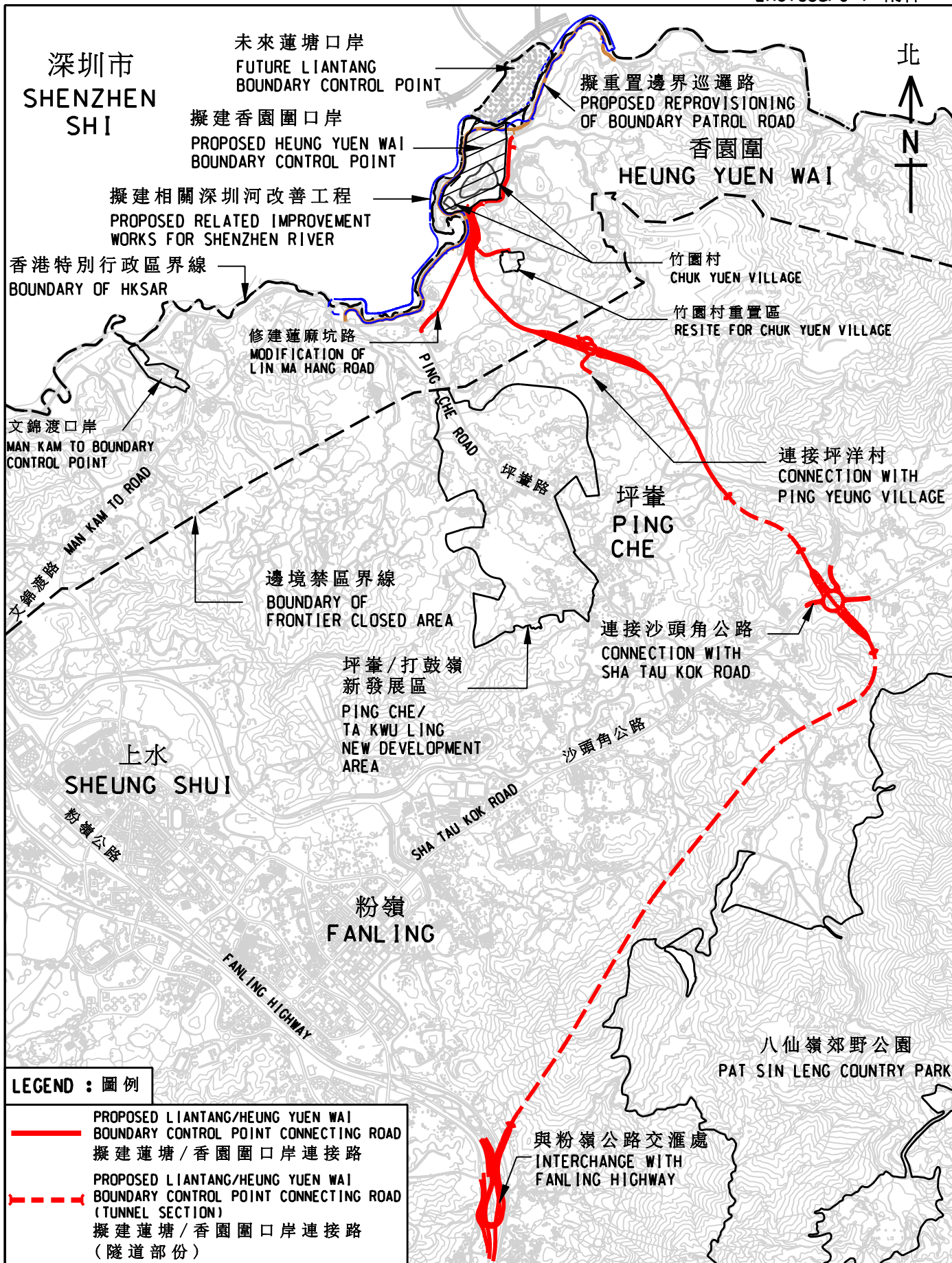
27. The proposed detailed design and ground investigation will not directly involve any tree removal or planting proposals. We will require the consultants to take into consideration the need for tree preservation and planting proposal during the detailed design stage of the project.

28. We estimate that the proposed detailed design and ground investigation will create about 135 jobs (74 for labourers and another 61 for professional/technical staff), providing a total employment of 2 160 man-months.

WAY FORWARD

29. We plan to seek the support of the Public Works Sub-committee in January 2011 for part-upgrading **13GB** to Category A with a view to seeking funding approval from the Finance Committee in February 2011.

Development Bureau
Civil Engineering and Development Department
December 2010



drawing title 圖則名稱

LIANTANG/HEUNG YUEN WAI BOUNDARY CONTROL POINT AND
ASSOCIATED WORKS - LAYOUT OF THE PROPOSED
BOUNDARY CONTROL POINT AND CONNECTING ROAD

薄塘/香園圍口岸與相關工程 - 擬建口岸及連接路平面圖

drawing no. 圖則編號

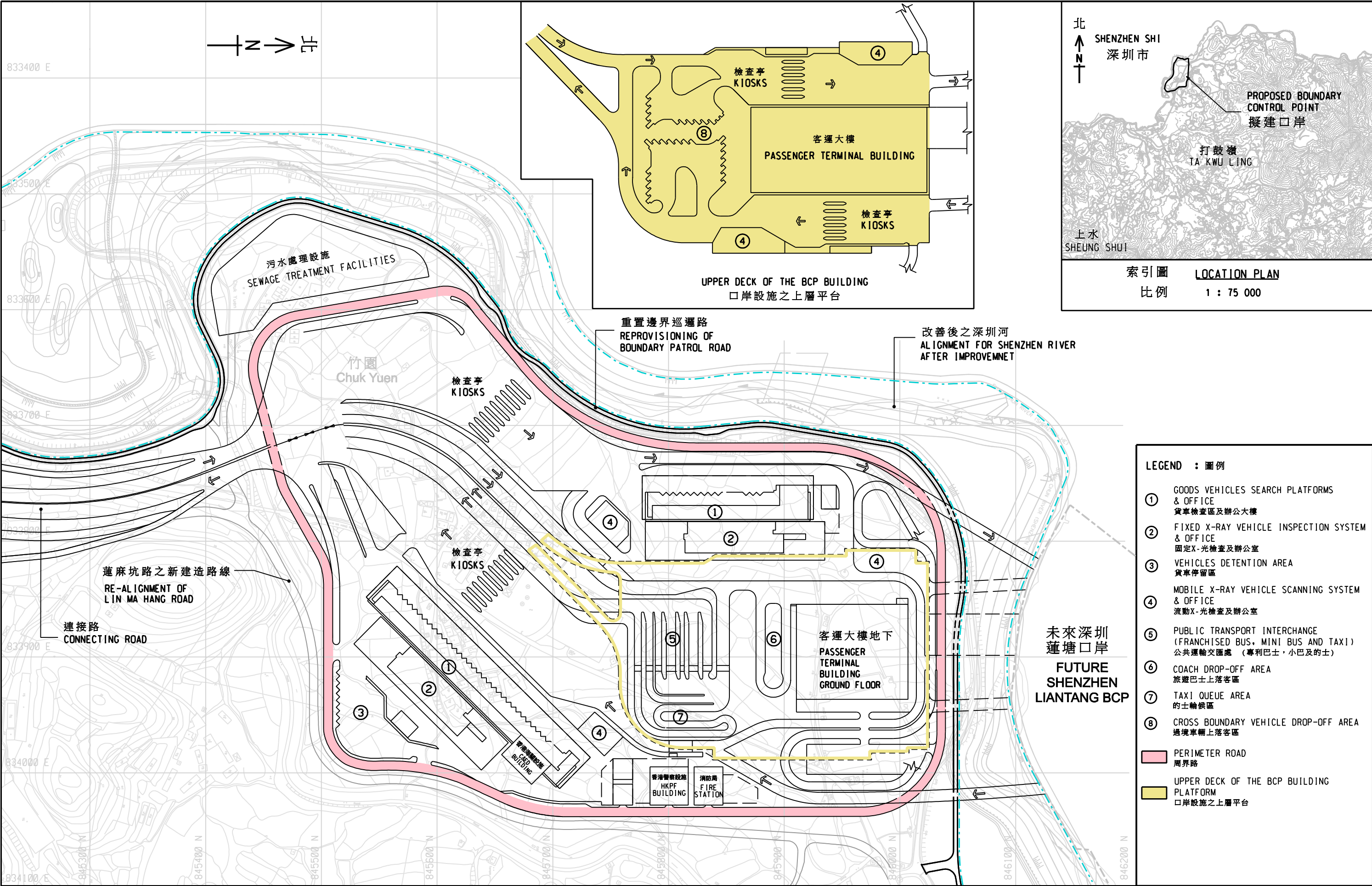
BCP - 039

scale比例

1:40 000



土木工程拓展署
CIVIL ENGINEERING
AND DEVELOPMENT
DEPARTMENT



drawing title 圖則名稱

LIANTANG/HEUNG YUEN WAI BOUNDARY CONTROL POINT - CONCEPTUAL LAYOUT

蓮塘/香園圍口岸—概念圖

drawing no. 圖則編號

BCP - 040

scale比例

1 : 3 000



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