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Panel on Development

Meeting on 16 December 2010

Updated Background brief on Liantang/Heung Yuen Wai Boundary Control Point

Purpose

This paper provides background information on the proposed Liantang/Heung Yuen Wai Boundary Control Point (BCP) and a summary of the concerns raised by Members on the proposed BCP and related issues.

Background

2. The Chief Executive agreed with the Shenzhen (SZ) Mayor in February 2006 to set up a joint study group to consider the development of a new BCP at Liantang/Heung Yuen Wai (LT/HYW). After various studies¹, on 18 September 2008, Hong Kong and SZ agreed to proceed with the LT/HYW BCP project, and the detailed planning of the new BCP would proceed on the following basis --

- (a) the new BCP would adopt the separate-location model (兩地兩檢) but design of the control point facilities should maximize convenience to users;
- (b) the new BCP on Hong Kong (HK) side would require resumption of Chuk Yuen Village (竹園村);

¹ The study reports can be viewed at http://www.pland.gov.hk/pland_en/p_study/comp_s/LTHYW/en/e_lthyw_01.htm.

- (c) the connecting road with the new BCP on HK side would adopt the preferred alignment leading to Tolo Highway in the eastern direction; and
- (d) the design and construction of the new BCP should be packaged with the improvement works of Liantang section of the SZ River.

3. The development of the new BCP on the HK side comprises the construction of a BCP with a footprint of about 18 hectares (including an integrated passenger clearance hall), a dual 2-lane trunk road of about 10 km in length, and improvement works to the SZ River of about 4 km in length.

Needs and benefits

4. The Administration foresees that by connecting with the Eastern Corridor (東部過境通道)² in SZ, the new BCP will provide an efficient access to the eastern part of the Guangdong Province, Fujian and Jiangxi via Shenzhen-Huizhou (深惠高速) and Shenzhen-Shantou Expressways (深汕高速). This will significantly shorten the distance between HK and SZ and the nearby provinces, and greatly facilitate future regional cooperation and development. It will also help extend the economic hinterland of HK and SZ and promote regional development.

5. Currently, the overall distribution of cross-boundary vehicular traffic is mainly concentrated in the western part of the territory through the Shenzhen Bay Port and the Lok Ma Chau BCP. According to the Administration, improvement to the two existing BCPs in the east, i.e. Man Kam To and Sha Tau Kok BCPs, could hardly meet the current expectations of travelling convenience and comfort. Besides, the scope for comprehensive upgrading of these BCPs would be very limited due to various constraints. The proposed LT/HYW BCP will satisfy the long-term transport needs and help re-distribute the cross-boundary traffic amongst the crossings in the eastern part of the territories.

² The proposed Eastern Corridor aims to realize the SZ Municipal Government's transport planning principle of "East in-East out" for goods vehicles. It is a dual 3-lane expressway, linking up the proposed BCP at LT/HYW with the existing Shenzhen-Huizhou Expressway (深惠高速) to Huizhou (惠州) and Shenzhen-Shantou Expressway (深汕高速) to Shantou (汕頭).

6. The Administration estimates that the new BCP will serve cross-boundary goods vehicles (excluding those carrying fresh food, livestock and poultry, which will continue to use Man Kam To BCP) and passengers travelling between HK and SZ East, Huizhou, the eastern part of Guangdong, Jiangxi and Fujian. It is estimated that about 20 600 vehicles and 30 700 passengers per day will be using the new BCP in 2030.

Implementation

7. The Administration's plan is to implement the new BCP together with its connecting road and SZ River improvement (Liantang section) in phases. Taking into account the requirement of 4.5 years for village resumption and resettlement of other statutory requirements, the new BCP is expected to be operational in 2018. The total capital cost of the proposed development is estimated to be \$8.6 billion (in September 2007 prices). The project is estimated to incur an additional cost of \$1 billion for land clearance.

Concerns raised by Members

8. Before the announcement of the agreement between HK and SZ to proceed with the LT/HYW BCP project and its details on 18 September 2008, there were discussions at meetings of the Panel on Development (the Panel) and the Council³.

9. At the Council meeting on 29 October 2008, when debating the Policy Address 2008-09, some Members expressed the following concerns while they showed support for the expeditious construction of the new BCP --

- (a) the Administration should consider co-location of immigration and customs facilities at the new BCP; and
- (b) the Fanling Highway might be overloaded by the traffic flow on the new transport links between the new BCP and other parts of the territory in future.

³ Please refer to the minutes of the meeting of the Panel on 27 May 2008 and the Hansard of the Legislative Council meeting on 2 July 2008 (oral question on "the New LT/HYW BCP"). The hyperlinks are given in the Appendix to this paper.

10. On 3 December 2008, when the Public Works Subcommittee (PWSC) discussed the Administration's proposal of upgrading part of the 13GB project ("LT/HTW BCP and Associated Works") to Category A at an estimated cost of \$89 million in money-of-the-day prices to engage consultants to undertake an investigation and preliminary design for the development of the new BCP⁴, some members expressed the following views --

Transport issues

- (a) there should be a direct vehicular access to the new BCP;
- (b) the new BCP should be opened to different types of public transport modes, in particular passenger coaches, instead of being monopolised by one public transport mode;
- (c) the Administration should include in the study the feasibility of developing a Fanling Bypass to enhance the connectivity between the new BCP and the Fanling North New Development Area;
- (d) there must be back-up land near all BCPs to facilitate cargo handling for container goods vehicles;
- (e) the timing of commissioning connecting road networks on both HK and the Mainland sides should tie in with the opening of new BCPs;

Other issues

- (f) the Administration should exercise prudence in deploying public resources in case the utilisation of the new BCP turned out to be much lower than forecast;
- (g) the Administration should phase out existing BCPs with low usage upon the commissioning of the new BCP; and

⁴ The proposal was endorsed by the Public Works Subcommittee and the Finance Committee.

- (h) the Administration should examine the feasibility of including the 24 households who had been residing at government-licensed squatters in Chuk Yuen Village for some 20 to 50 years in the re-site of the village.

11. On 14 April 2010 and 30 April 2010 respectively, the PWSC and the Finance Committee (FC) discussed the Administration's proposal of upgrading part of the 13GB project ("LT/HYW BCP and Associated Works") to Category A at an estimated cost of \$51.3 million in money-of-the-day prices 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 new BCP⁵. At the meeting, members expressed concerns about environmental and flood prevention issues related to the site formation works at the resite area, including felling and transplanting of trees, and the diversion of a stream. A member pointed out that it was important to plan the provision of transport and associated facilities in relation to the construction of the new BCP away from the resite area, so as to minimise the nuisances that might be caused to the villagers.

Latest Developments

12. When the Administration briefed the Panel in October 2010 on the initiatives of the Development Bureau in the 2010-2011 Policy Address and Policy Agenda, a member enquired about the timetable for the completion of the new BCP. The Administration advised that the project was in progress and a feasibility study was being conducted on the phased completion of the connecting road. Construction of the road would commence in 2013 and was targeted for completion in 2018 to tie in with the operation of the new BCP.

13. On 16 December 2010, the Administration would brief the Panel on a Public Works Project Item No. 5013GB with the intention to seek funding support for upgrading part of the project to Category A for detailed investigation and design of the new BCP including the connecting road.

⁵ The proposal was endorsed by PWSC and FC.

References

14. A list of relevant papers is shown in the **Appendix** of this paper.

Council Business Division 1
Legislative Council Secretariat
14 December 2010

List of relevant papers

Date	Meeting/Event	References
27 May 2008	Panel on Development	Administration's paper -- The work of Hong Kong-Shenzhen Joint Task Force on Boundary District Development (LC Paper No. CB(1)1273/07-08(06)) http://www.legco.gov.hk/yr07-08/english/panels/plw/papers/dev0422cb1-1273-6-e.pdf Minutes http://www.legco.gov.hk/yr07-08/english/panels/plw/minutes/de080527.pdf
2 July 2008	Council Meeting -- oral question (No. 5) on "New Liantang-Heung Yuen Wai Boundary Control Point"	Hansard http://www.legco.gov.hk/yr07-08/english/counmtg/hansard/cm0702-translate-e.pdf
18 September 2008	--	Legislative Council Brief issued by the Administration -- Development of Liantang/Heung Yuen Wai Boundary Control Point http://www.legco.gov.hk/yr07-08/english/panels/plw/papers/dev-dev080918-e.pdf
28 October 2008	Panel on Development	Administration's paper -- Development of Liantang/Heung Yuen Wai Boundary Control Point (LC Paper No. CB(1)90/08-09(05)) http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev1028cb1-90-5-e.pdf

Date	Meeting/Event	References
29 October 2008	Council Meeting -- debate on the Policy Address	Hansard http://www.legco.gov.hk/yr08-09/english/counmtg/hansard/cm1029-translate-e.pdf
3 December 2008	Public Works Subcommittee	Administration's paper -- 13GB Liantang/Heung Yuen Wai Boundary Control Point and associated works (PWSC(2008-09)45) http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p08-45e.pdf Minutes http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20081203.pdf
9 January 2009	Finance Committee	Minutes http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090109.pdf
March 2010	--	Administration's paper to the House Committee - Planning for development of boundary areas between Hong Kong and the Mainland (LC Paper No. CB(2)1047/09-10(01)) http://www.legco.gov.hk/yr09-10/english/hc/papers/hc0107cb2-1047-1-e.pdf
14 April 2010	Public Works Subcommittee	Administration's paper on 13GB -- Liantang/Heung Yuen Wai Boundary Control Point and associated works (PWSC(2010-11)2) http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p08-45e.pdf Minutes http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20100414.pdf

Date	Meeting/Event	References
30 April 2010	Finance Committee	Minutes http://www.legco.gov.hk/yr09-10/english/fc/fc/minutes/fc20100430.pdf
25 May 2010	Panel on Development	Administration's paper -- Development-related Issues under the Framework Agreement on Hong Kong/Guangdong Cooperation (LC Paper No. CB(1)1919/09-10(09)) http://www.legco.gov.hk/yr09-10/english/panels/dev/papers/dev0525cb1-1919-9-e.pdf Minutes http://www.legco.gov.hk/yr09-10/english/panels/dev/minutes/dev20100525.pdf
21 October 2010	Panel on Development	Administration's paper -- Initiatives of the Development Bureau in the 2010-2011 Policy Address and Policy Agenda (LC Paper No. CB(1)40/10-11(01)) http://www.legco.gov.hk/yr10-11/english/panels/dev/papers/dev1021cb1-40-1-e.pdf Minutes http://www.legco.gov.hk/yr10-11/english/panels/dev/minutes/dev20101021.pdf