

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 703 – BUILDINGS

Support – Boundary facilities (other than road works)

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

Members are invited to recommend to Finance Committee –

- (a) the upgrading of part of **13GB**, entitled “Liantang/Heung Yuen Wai Boundary Control Point and associated works – Boundary Control Point buildings and the associated facilities – pre-construction consultancy services”, to Category A at an estimated cost of \$180 million in money-of-the-day prices; and
- (b) the retention of the remainder of **13GB** in Category B.

PROBLEM

We need to undertake the design and site investigation works for the proposed buildings and associated facilities within a new Boundary Control Point (BCP) at Heung Yuen Wai in the North District.

/PROPOSAL

PROPOSAL

2. The Director of Architectural Services, with the support of the Secretary for Development, proposes to upgrade part of **13GB** to Category A at an estimated cost of \$180 million in money-of-the-day (MOD) prices for undertaking the design and site investigation works (pre-construction works) for the proposed Liantang/Heung Yuen Wai (LT/HYW) BCP buildings and the associated facilities.

PROJECT SCOPE AND NATURE

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

- (a) design of the works for the proposed BCP buildings and associated facilities described in paragraphs (i) to (vi) below –
 - (i) passenger-related facilities including clearance kiosks and examination facilities for private cars and coaches, passenger terminal building and halls, the interior fitting-out works for the pedestrian bridges crossing Shenzhen River, etc.;
 - (ii) cargo processing facilities including kiosks for clearance of goods vehicles, customs inspection platforms, X-ray vehicle examination buildings, etc.;
 - (iii) accommodation for and facilities of the Government departments providing services in connection with the BCP;
 - (iv) transport-related facilities inside the BCP including road networks, a public transport interchange, transport drop-off and pick-up areas, vehicle holding areas and associated road furniture etc.;
 - (v) a public carpark; and
 - (vi) other ancillary facilities such as sewerage and drainage, building services provisions and electronic systems, associated environmental mitigation measures and landscape works;

/(b)

- (b) site investigations for the construction of the works described in paragraphs 3(a)(i) to (vi) above; and
- (c) preparation of tender documents (including detailed tender drawings) and assessment of tenders for the construction of the works described in paragraphs 3(a)(i) to (vi) above.

_____ A location plan and a conceptual master layout plan of the proposed BCP are at Enclosures 1 and 2 respectively.

4. We will retain the remainder of **13GB** in Category B, which covers the construction works described in paragraphs 3(a)(i) to (vi) above, and the construction works for the regulation of Shenzhen River – stage IV. Funding for the remainder of **13GB** will be sought in phases to dovetail with the implementation programme of the project¹.

5. Subject to the approval of the Finance Committee (FC), we plan to commence the pre-construction works in February 2013 for completion in early 2015, which would enable construction of the BCP buildings and the associated facilities to commence in early 2015. We aim to commission the BCP in 2018.

JUSTIFICATION

6. The proposed LT/HYW BCP will be the seventh land crossing between Shenzhen and Hong Kong, which is designed to handle 30,000 passengers and 17 850 vehicles trips daily. 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 in September 2008 the implementation of the LT/HYW BCP for operation in 2018².

/7.

¹ Funding for the construction works for regulation of Shenzhen River – stage IV will be sought from Public Works Subcommittee and FC in February and March 2013 respectively.

² The project is featured in the Framework Agreement of Hong Kong/Guangdong Cooperation signed in April 2010 and included as one of the seven major cooperation projects in the National 12th Five-Year Plan.

7. Currently, two BCPs on the eastern side of the New Territories at Man Kam To (MKT) and Sha Tau Kok (STK) are mainly used to access the eastern Shenzhen and Guangdong, and all cross-boundary traffic has to travel through congested local roads in Hong Kong (HK) and Shenzhen (SZ) before joining the respective highway systems. Due to physical constraints, the existing MKT and STK BCPs could hardly meet the anticipated future demand for cross-boundary traffic. The proposed BCP will connect with the Shenzhen Eastern Corridor in SZ and will provide an access to eastern Guangdong via the Shenzhen-Huizhou and Shenzhen-Shantou Expressways. This will significantly shorten the travelling time between HK/SZ and eastern Guangdong, and southern Fujian and Jiangxi, and greatly facilitate future regional cooperation and development. The proposed BCP will facilitate smooth and efficient people and cargo flows across the boundary and is of strategic importance to support our long-term economic growth.

8. The proposed BCP will also help re-distribute the cross-boundary traffic amongst the crossings in the east. The overall handling capacity of the BCPs at the eastern side of HK and Guangdong will be greatly enhanced. With the new connecting road to be constructed linking Fanling Highway and the proposed BCP³, the existing road network in the North District as a whole will be improved.

9. We need to construct buildings at the BCP to accommodate the passenger and cargo clearance facilities, accommodation and facilities for Government departments providing services at the BCP, as well as ancillary facilities including a public carpark, a public transport interchange etc.. This funding application deals with the resources required to develop the design and layout of the buildings and conduct site investigations to provide geotechnical and geological information for the design work. Owing to insufficient in-house resources, we propose to engage consultants to undertake the proposed design works and supervision of the site investigation works.

/10.

³ FC gave funding approval for the new connecting road linking Fanling Highway and the proposed BCP in July 2012. Please see paragraph 28 below for details.

10. The advance works for the site formation of the BCP⁴, namely the village reprovisioning works of Chuk Yuen Village, were substantially completed in March 2012. Tender exercise for the site formation and infrastructure works for the BCP is in progress, with a view to commencing construction in January 2013 so that the BCP site could be made available in early 2015 for construction of the BCP buildings and the associated facilities as mentioned in paragraph 5 above.

FINANCIAL IMPLICATIONS

11. We estimate the cost of the proposed pre-construction works to be \$180 million in MOD prices (please see paragraph 12 below), broken down as follows –

	\$ million	
(a) Consultants' fees for	138.2	
(i) design services and supervision of site investigation works	65.7	
(ii) preparation of tender documents (including detailed tender drawings) and assessment of tenders	72.5	
(b) Site investigations	8.0	
(c) Contingencies	14.6	
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Sub-total	160.8	(in September 2012 prices)
(d) Provision for price adjustment	19.2	
	<hr/>	
Total	180.0	(in MOD prices)
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/A

⁴ FC gave funding approval for the site formation and infrastructure works for the proposed BCP in July 2012. Please see paragraph 28 below for details.

A breakdown of the estimates for the consultants' fees by man-months is at Enclosure 3.

12. Subject to approval, we will phase the expenditure as follows –

Year	\$ million (Sept 2012)	Price adjustment factor	\$ million (MOD)
2013 – 14	50.0	1.06250	53.1
2014 – 15	80.0	1.12625	90.1
2015 – 16	30.8	1.19383	36.8
Total	160.8		180.0

13. We have derived the MOD estimate on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2013 to 2016. Subject to funding approval, we will engage consultants to undertake the proposed consultancy on a lump-sum basis because we can clearly define the scope of the works in advance, with provision for price adjustment as the duration of the consultancy will exceed 12 months. We will deliver the site investigation works under a re-measurement contract, with provision of price adjustment as necessary, because the quantity of works involved may vary depending on actual ground conditions.

14. The proposed pre-construction works will not give rise to any recurrent consequences.

PUBLIC CONSULTATION

15. We consulted the Rural Committees of Ta Kwu Ling, Sha Tau Kok, Sheung Shui, Tai Po and Fanling, on 5 January, 16 January, 8 February, 14 February and 7 March 2012 respectively. All the relevant Rural Committees raised no objection to the proposed works of the BCP buildings and the associated facilities.

16. We consulted the North District Council (NDC) on 9 February 2012 and the Concern Group on the Construction of Liantang Boundary Control Point of the NDC on 12 October 2012. While Members of the NDC and the Concern Group raised no objection to the proposed works of the BCP buildings and the associated facilities, they requested that adequate pick-up and drop-off areas for school buses of the cross-boundary students should be provided at the public transport interchange. We will liaise with the relevant authorities and review the provision of associated facilities to address the concerns at the design stage.

17. We consulted the Legislative Council Panel on Development on the proposed pre-construction works on 30 October 2012. The Panel agreed that the proposal should be submitted to the Public Works Subcommittee for consideration. However, a few Members did not support the proposal and expressed concerns on the basis of the design handling capacity of the proposed BCP and economic benefits of the project, the vehicular and passenger access to the passenger terminal building as well as the compensation and rehousing arrangements for the affected residents. Some Members also enquired if all relevant stakeholders had been duly consulted. We submitted an information note to the Panel to address Members' concerns on 20 November 2012. A copy of the information note is at Enclosure 4.

ENVIRONMENTAL IMPLICATIONS

18. The project of LT/HYW BCP and associated works is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and an Environmental Permit (EP) is required for the construction and operation of the project. On 24 March 2011, the EIA report for the project was approved with conditions under EIA Ordinance and an EP was issued on the same day. The EIA report concluded that the environmental impact of the project could be controlled to within the criteria under EIA Ordinance and the Technical Memorandum on EIA Process.

19. The proposed pre-construction works is not a designated project under the EIA Ordinance. We shall implement suitable mitigation measures to control any short-term environmental impacts arising from site investigations.

20. The site investigations will only generate an insignificant quantity of construction waste. We will require the consultants to fully consider measures to be implemented in future construction stage to minimise the generation of construction waste and to reuse/recycle construction waste as much as possible.

/HERITAGE

HERITAGE IMPLICATIONS

21. The proposed pre-construction works 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 pre-construction works do not require any land acquisition.

BACKGROUND INFORMATION

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

24. On 9 January 2009, the FC approved the upgrading of part of **13GB** to Category A as **14GB** “Liantang/Heung Yuen Wai Boundary Control Point and associated works – investigation and preliminary design” at an estimated cost of \$89 million in MOD prices for carrying out the investigation and preliminary design for the development of the BCP. The preliminary design was completed in December 2010.

25. On 30 April 2010, the FC approved the upgrading of another part of **13GB** to Category A as **16GB** “Liantang/Heung Yuen Wai Boundary Control Point and associated works – village reprovisioning works” at an estimated cost of \$51.3 million in MOD prices to provide a village resite area with supporting infrastructure for reprovisioning of the existing Chuk Yuen Village to make way for the construction of the BCP. Construction was substantially completed in March 2012.

26. On 18 February 2011, the FC approved the upgrading of another part of **13GB** to Category A as **17GB** “Liantang/Heung Yuen Wai Boundary Control Point and associated works – detailed design and ground investigation” at an estimated cost of \$265.8 million in MOD prices for carrying out the detailed design and ground investigation for the BCP site formation and the infrastructure works and the associated SZ River improvement works. The detailed design of the BCP site formation and the infrastructure works was completed in April 2012, and the detailed design of the SZ River improvement works will be substantially completed in early 2013.

27. On 6 January 2012, the FC approved the upgrading of another part of **13GB** to Category A as **18GB** “Liantang/Heung Yuen Wai Boundary Control Point and associated works – reprovisioning of boundary patrol road and associated security facilities” at an estimated cost of \$393.5 million in MOD prices for the reprovisioning of a section of boundary patrol road and the associated security facilities for the development of the new BCP. Construction commenced in March 2012 for completion in early 2015.

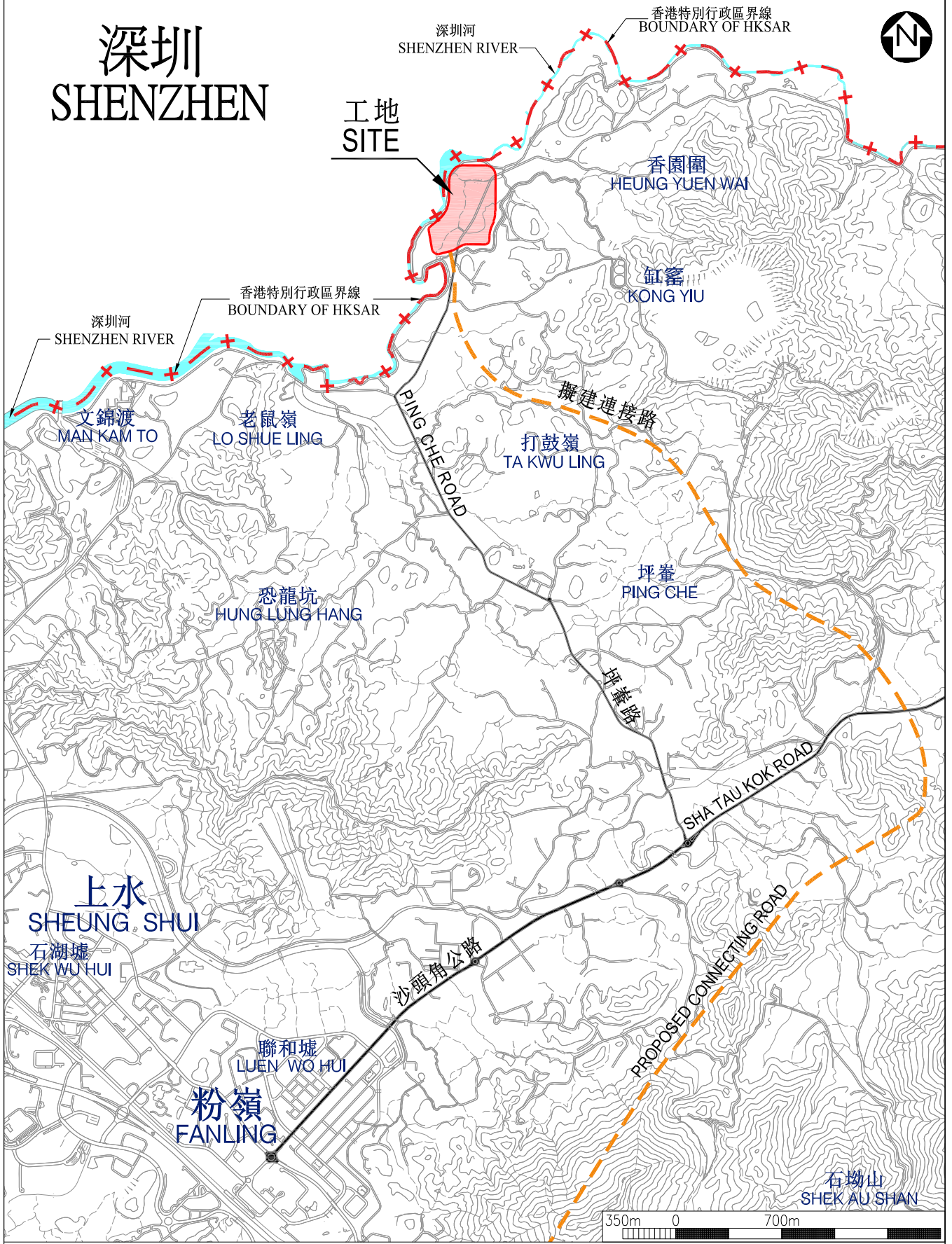
28. On 13 July 2012, the FC approved the upgrading of another part of **13GB** to Category A as **19GB** “Liantang/Heung Yuen Wai Boundary Control Point and associated works – site formation and infrastructure works” at an estimated cost of \$16,253.2 million in MOD prices for carrying out the site formation and infrastructure works (including the new connecting road connecting Fanling Highway and the proposed BCP) for the development of the new BCP. We plan to commence construction in January 2013 for completion by June 2018.

29. The proposed pre-construction works will not involve any tree removal or planting works. We will require the consultants to take into consideration the need for tree preservation and formulate tree removal proposals during the design stage of the project. We will also include tree planting proposals, where possible, during the construction phase.

30. We estimate that the proposed pre-construction works will create about 57 jobs (5 for labourers and another 52 for professional/technical staff), providing a total employment of 1 160 man-months.

Development Bureau
November 2012

深圳 SHENZHEN



LOCATION PLAN 工地位置圖

TITLE 項目名稱 13GB
LIANTANG / HEUNG YUEN WAI
BOUNDARY CONTROL POINT AND
ASSOCIATED WORKS

蓮塘/香園圍口岸與相關工程

drawn by 繪圖 K.C. LEUNG

approved 批核 W.K. YIU

office 辦事處
PROJECT MANAGEMENT BRANCH 工程策劃管理處

date 日期
16/11/2012

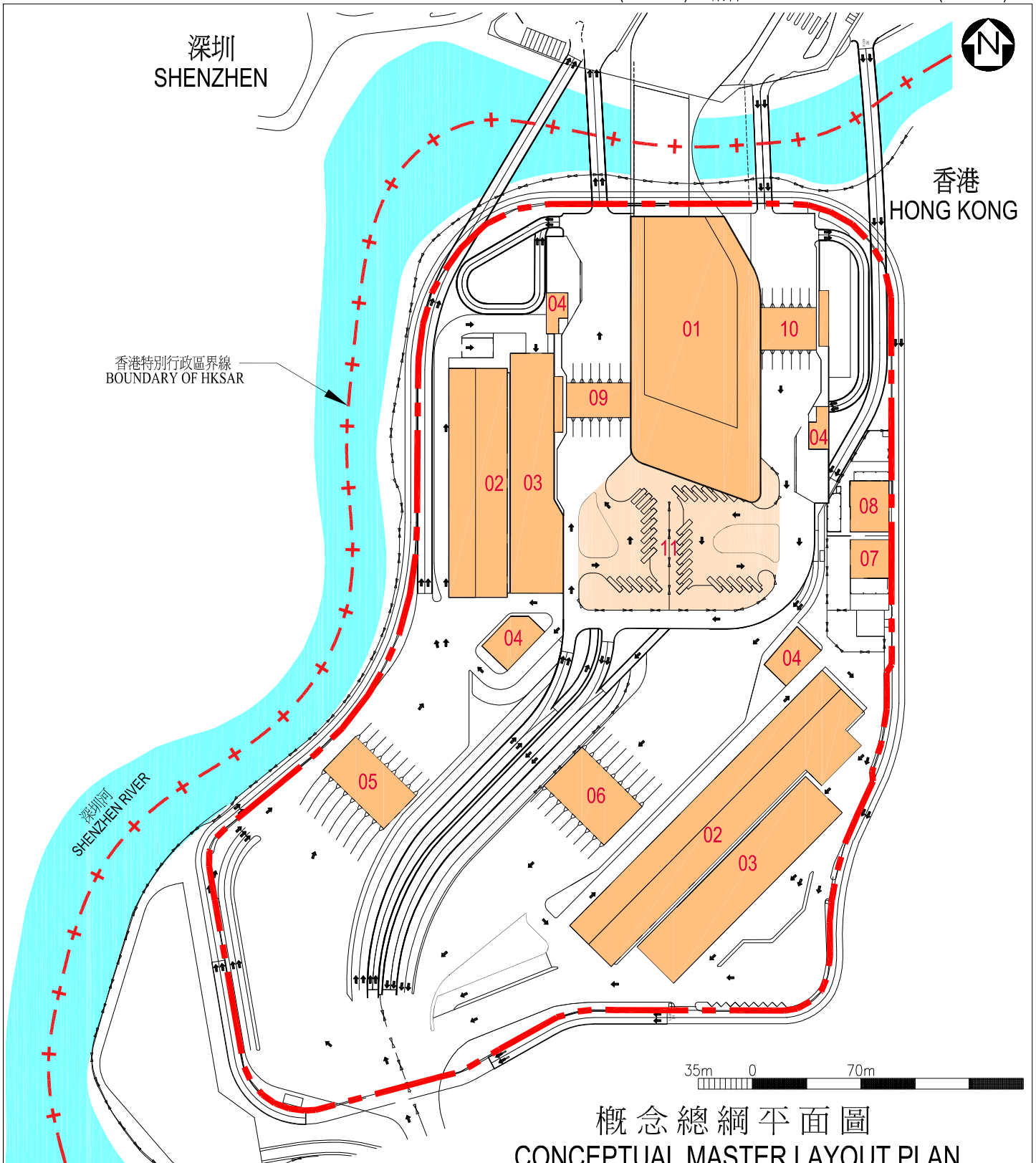
date 日期
16/10/2012

drawing no. 圖則編號

7272/XA/101



ARCHITECTURAL
SERVICES
DEPARTMENT 建築署



概念總綱平面圖
CONCEPTUAL MASTER LAYOUT PLAN

圖例: LEGEND:

01 聯檢大樓 PASSENGER TERMINAL BUILDING	06 入境貨車檢查亭 INBOUND GOODS VEHICLE CLEARANCE KIOSKS	11 地面公共交通交匯處 PUBLIC TRANSPORT INTERCHANGE AT GROUND LEVEL
02 貨車檢查區及辦公大樓 GOODS VEHICLE SEARCH PLATFORMS & OFFICE	07 警署 POLICE STATION	閣樓層公共停車場及私家車上落客處 PUBLIC CAR PARK & PICK UP/DROP OFF AREA AT MEZZANINE LEVEL
03 固定X光檢查站及辦公室 FIXED X-RAY VEHICLE INSPECTION STATION & OFFICE	08 消防局 FIRE STATION	平台層過境校巴/巴士上落客區連有蓋行人通道 CROSS BOUNDARY SCHOOL BUS / COACH PICK UP / DROP OFF AREA WITH COVERED WALKWAY AT PODIUM LEVEL
04 流動X光檢查站及辦公室 MOBILE X-RAY VEHICLE SURVEILLANCE STATION & OFFICE	09 出境私家車/客車檢查亭 OUTBOUND PRIVATE CARS/COACHES CLEARANCE KIOSKS	
05 出境貨車檢查亭 OUTBOUND GOODS VEHICLE CLEARANCE KIOSKS	10 入境私家車/客車檢查亭 INBOUND PRIVATE CARS/COACHES CLEARANCE KIOSKS	

TITLE 項目名稱 13GB LIANTANG / HEUNG YUEN WAI BOUNDARY CONTROL POINT AND ASSOCIATED WORKS 蓮塘 / 香園圍口岸與相關工程	drawn by 繪圖 K.C. LEUNG	date 日期 19/11/2012	drawing no. 圖則編號 7272/XA/102
	approved 批核 W.K. YIU	date 日期 19/11/2012	
	office 辦事處 PROJECT MANAGEMENT BRANCH 工程策劃管理處	 ARCHITECTURAL SERVICES DEPARTMENT 建築署	

Enclosure 3 to PWSC(2012-13)37

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

Breakdown of the estimates for consultants' fees (in September 2012 prices)

Consultants' staff costs <small>(Note 1)</small>		Estimated man- months	Average MPS* salary point	Multiplier <small>(Note 2)</small>	Estimated fee (\$ million)
(a) Design services and supervision of site investigation works	Professional	410	38	2.0	53.9
	Technical	264	14	2.0	11.8
(b) Preparation of tender documents (including detailed tender drawings) and assessment of tenders	Professional	450	38	2.0	59.1
	Technical	300	14	2.0	13.4
Total					138.2

*MPS = Master Pay Scale

Notes

- The actual man-months and fees will only be known after the consultants have been selected.
- A multiplier of 2.0 is applied to the average MPS salary point to estimate the full staff costs including the consultants' overheads and profit as the staff will be employed in the consultants' office (as at now, MPS salary point 38 = \$65,695 per month and MPS salary point 14 = \$22,405 per month).

For information

**A NOTE FOR LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

Liantang/Heung Yuen Wai Boundary Control Point and associated works

Introduction

In considering CB(1)61/12-13(03) on **13GB** “Liantang/Heung Yuen Wai (LT/HYW) Boundary Control Point (BCP) and associated works” at the meeting of the LegCo Panel on Development (the Panel) held on 30 October 2012, a few Members have expressed concerns on the basis of the design handling capacity of the proposed BCP and economic benefits of the project, the direct vehicular and passenger access to the Passenger Terminal Building as well as the compensation and rehousing arrangements for the affected residents. Questions have also been raised if the Administration has properly consulted parties concerned. In light of the above, supplementary information is provided in the ensuing paragraphs to address Members’ concerns.

The BCP Project

2. In December 2006, the Hong Kong Special Administrative Region Government and the Shenzhen Municipal Government commissioned a joint Preliminary Planning Study on Developing LT/HYW Control Point (the Joint Study) (深港興建蓮塘/香園圍口岸前期規劃研究) to examine the need, benefits and functions of the proposed BCP. The details of the project including the justifications were reported to the Panel on 28 October 2008 (Panel Paper No. CB(1)90/08-09(05)). The following paragraphs 3 to 9 update Members on the latest development on the BCP handling capacity and economic benefit assessment.

BCP handling capacity

3. The Joint Study adopted a systematic method to analyze the complex characteristics of population, travel characteristics, economic growth, foreign trade and transportation network development based upon various statistics and survey data. The methodology for the forecast of the traffic volume adopted for the project was a four-stage modelling approach, viz. trip generation, trip distribution, modal split and trip assignment for deriving passenger and vehicle flows, which is in line with international practice.

4. Under the transport model, the study areas in the Mainland and Hong Kong (HK) were divided into a number of small zones. Various design data, including demographic and socio-economic data, were input for each zone against different design years. A transport network system had to be set up under the model, incorporating all relevant information of different transport modes operating in the network, such as public transport routes, frequencies, fares, station locations and interchange arrangements.

5. The transport model computed that the forecast flows in the design year 2030 would be about **20 600** vehicles and **30 700** passengers per day – “Base Case”. As economy in the Mainland kept developing and formalities for the Mainland residents visiting HK became simpler, the “Base Case” **assumed** that the Shenzhen (SZ) residents who could visit HK without the need for an exit endorsement from the Mainland authorities. To test the lower bound of this assumption of the “Base Case”, the transport model also conducted a **conservative** scenario that the procedures for the SZ residents visiting HK remain unchanged, i.e. they had to obtain an exit endorsement before visiting HK. The forecast flows in the design year 2030 would be about **19 600** vehicles and **28 750** passengers per day – “Low Case”. The flows of the “Low Case” would be less than those of the “Base Case” by about 5 to 6%.

6. With effect from April 2009, the SZ permanent residents could use one-year multiple-entry Individual Visit Scheme endorsement to visit HK. For the passenger trips, the procedures for SZ residents visiting HK became simpler than the “Low Case”. The number of the Mainland visitors coming to HK for leisure purpose would further increase. As such, the latest passenger forecast should be higher than **28 750**, but lower than **30 700**. The Cross-boundary Travel Survey 2009 indicated that the trend of the overall cross-boundary traffic might not increase at a fast rate as expected due to a drop in the trips for container trucks and other goods vehicles. In view of such information and other considerations of the BCP site, HK/SZ Governments agreed in 2010 to adopt **17 850** vehicles trips and **30 000** passengers daily as the revised design handling capacity of the BCP.

Economic benefit assessment

Direct economic benefits

7. Based on the results of the traffic forecast with the four-stage methodology, the benefits from savings in vehicle operation costs and value of time saved for travellers were evaluated under two scenarios, i.e. with and without the BCP. With the BCP, the distance and travelling time from Tai Po to

Longgang would be reduced by about 5 kilometres and about 22 minutes respectively. The Joint Study estimated that a total sum of the direct economic benefits (non-quantifiable benefits excluded) based on savings in vehicle operation costs and value of time saved for travellers was about **\$14.3 billion** at 2007 prices over a 12-year period (from 2018 to 2030).

8. We updated the assessment in our investigation and preliminary design study for the development of the BCP carried out in December 2010. The result concluded that the quantifiable benefits on the HK side alone on savings in vehicle operation costs and value of time saved for travellers over a 32-year period (from 2018 to 2050) were in the order of **\$50 billion** at 2010 prices.

Indirect economic benefits

9. The above assessment had yet to take on board the potential substantive strategic value and indirect benefits to be brought about by the BCP such as helping further extend the economic hinterland of HK by enhancing HK's connection with eastern Guangdong. With the new BCP, we anticipate closer economic ties which will be beneficial to our external trade and logistics industries, as well as the ancillary/supporting industries like finance, transport and warehouse, insurance etc. In addition, we also anticipate gain from an increase in tourists from the eastern part of Guangdong and there will be positive spill-over on other industries such as restaurants, hotels and transport in HK.

Direct Access Facilities

10. In response to the suggestions by some LegCo Members and the locals, the Administration announced in September 2011 that the BCP would be designed as the first HK/SZ land-based BCP with direct access facilities including a pedestrian subway linking the BCP and the adjacent Lin Ma Hang Road, a public carpark with no less than 400 car parking spaces, pick-up/drop-off areas for private cars and a public transport interchange at the Passenger Terminal Building. The preliminary layout of the direct access facilities is shown in the plans at **Appendix 1**.

11. As this is the first land-based BCP with direct access facilities, we commissioned a consultant to conduct a traffic study to assess the demands of parking spaces and the associated pick-up/drop-off areas required. The number of parking spaces required mainly depended on the proportion of passengers preferring to use non-cross boundary private cars and the carpark as well as their parking duration. To collect this information to derive the number of parking spaces at the public carpark in the BCP, the consultant conducted a

survey on the passengers' preference at the existing Lok Ma Chau Cross Boundary Shuttle Bus - San Tin Terminus with nearby parking facilities provided by private operators. Given the forecast number of passengers using non-cross boundary transport and the statistics of the above survey, the consultant recommended providing about **400** parking spaces at the public carpark in the BCP to meet the demand. Further, we also made reference to the provision at Lok Ma Chau BCP which handled about 86 000 passengers per day in 2011. There were a total of about 1 000 car parking spaces provided by private operators in the vicinity of the Lok Ma Chau Cross Boundary Shuttle Bus - San Tin Terminus. Comparing the handling capacity of the two BCPs, we opine that about 400 parking spaces for the LT/HYW BCP should be adequate. The forecast peak hour non-cross boundary traffic flow is **120 vehicles per hour**, comprising **55** private cars per hour using the public carpark and pick-up/drop-off spaces and **65** public transport vehicles per hour using the public transport interchange. There will be at least ten pick-up/drop-off spaces which will be more than adequate to accommodate the peak hour traffic flow. The size of the public transport interchange is determined based on the forecast passenger demands and respective processing time spent including pick-up/drop-off and vehicle queuing and stacking for each public transport mode. These direct access facilities including roads within the BCP are all designed in accordance with the guidelines and requirements in the Transport Planning and Design Manual and established traffic engineering design practice.

Public Consultation

12. To avoid land speculation, we could only launch the public consultation activities after the announcement of the BCP and embarking on the pre-clearance survey on 18 September 2008. Immediately after the announcement, we held a briefing to the affected villagers and concerned members of the North District Council (NDC) and Rural Committees (RCs) to explain the details of the proposed development and Government policies and procedures for village removal resumption and clearance. Public views received generally indicated support to the BCP development and recognition of its strategic importance to the development of HK. Some local villagers were more concerned about the alignment of the connecting road and its impact on the adjacent area. The villagers affected by the BCP and connecting road expressed concern about land resumption, clearance, village removal and compensation arrangements.

13. At the design stage, we consulted the NDC, the Tai Po District Council (TPDC), the RCs of Ta Kwu Ling, Sha Tau Kok, Sheung Shui, Tai Po and Fanling from June 2009 to 2012. A table showing the consultation exercise since the announcement of the BCP in September 2008 is at **Appendix 2**. Amongst others, the Secretary for Development (SDEV) personally

visited/met with the Chuk Yuen Villagers together with representatives of Heung Yee Kuk, NDC and Ta Kwu Ling Rural Committee on several occasions to brief them on the project and understand their concerns arising from the project.

14. To seek views from the public, we gazetted the plans and scheme under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in November 2010. In addition, we also published and affixed copies of the notice in Chinese and English at prominent positions within the works area and other locations as appropriate to draw the attention of the public. We also distributed a project leaflet to all residents within 500 metres along the proposed alignment of the connecting road for similar purpose at the same time.

Land Acquisition

15. We have reviewed the design of the project to minimise the extent of land acquisition required. According to the available information, the respective number of domestic structures erected on private building land, licensed structures and squatter huts as well as the total lot/estimated areas are tabulated as follows –

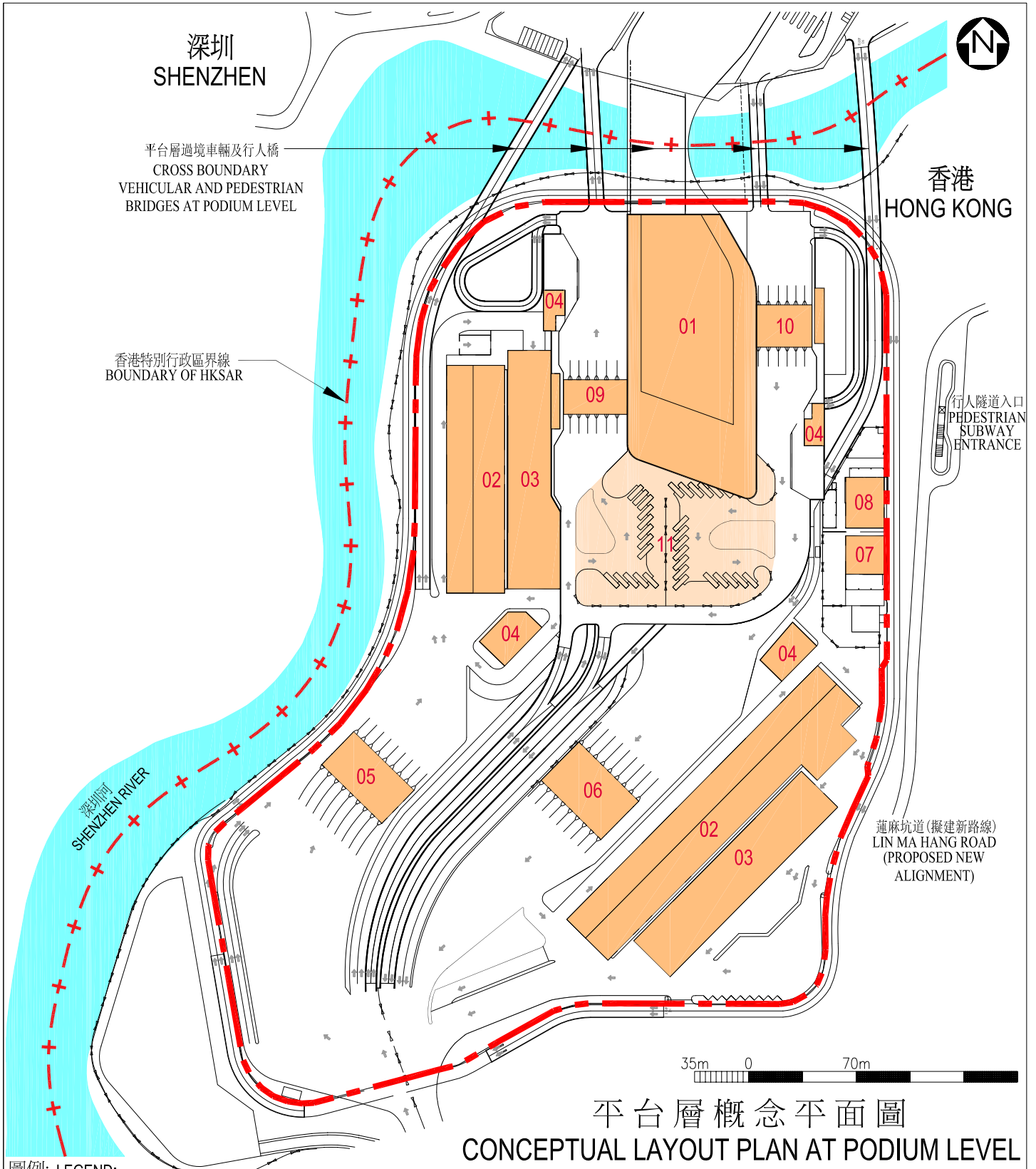
Category of structures involving domestic use	Number of structures	Number of people affected	Total lot area / estimated area
(i) Structures on private building land	30	114	0.3 ha. (about)
(ii) Licensed structures	35	148	0.13 ha. (about) *
(iii) Squatter huts (including those structures covered by 1982 Squatter Structure Survey or not covered by 1982 Squatter Structure Survey)	110	321	Not Available *
Total:	175	583	

* subject to detailed site survey

16. Enhanced and tailor-made compensation packages such as the “Cottage House Option” were devised and provided to eligible non-indigenous villagers residing within the village environs of Chuk Yuen Village and in Chuk

Yuen South (subject to SDEV's discretion on a case-by-case basis). In view of the need for early implementation of this strategically important project, a special ex-gratia allowance for qualified households affected by land resumption and clearance required for the BCP proper and the connecting road was also approved by the Finance Committee on 13 July 2012. To date, the processing of the applications for the "Cottage House Option" and the special ex-gratia allowance is in good progress. Details of "Cottage House Option" and the special ex-gratia allowance were reported to the Panel on 24 April 2012 (Panel Paper No. CB(1)1607/11-12(04)).

**Development Bureau
20 November 2012**

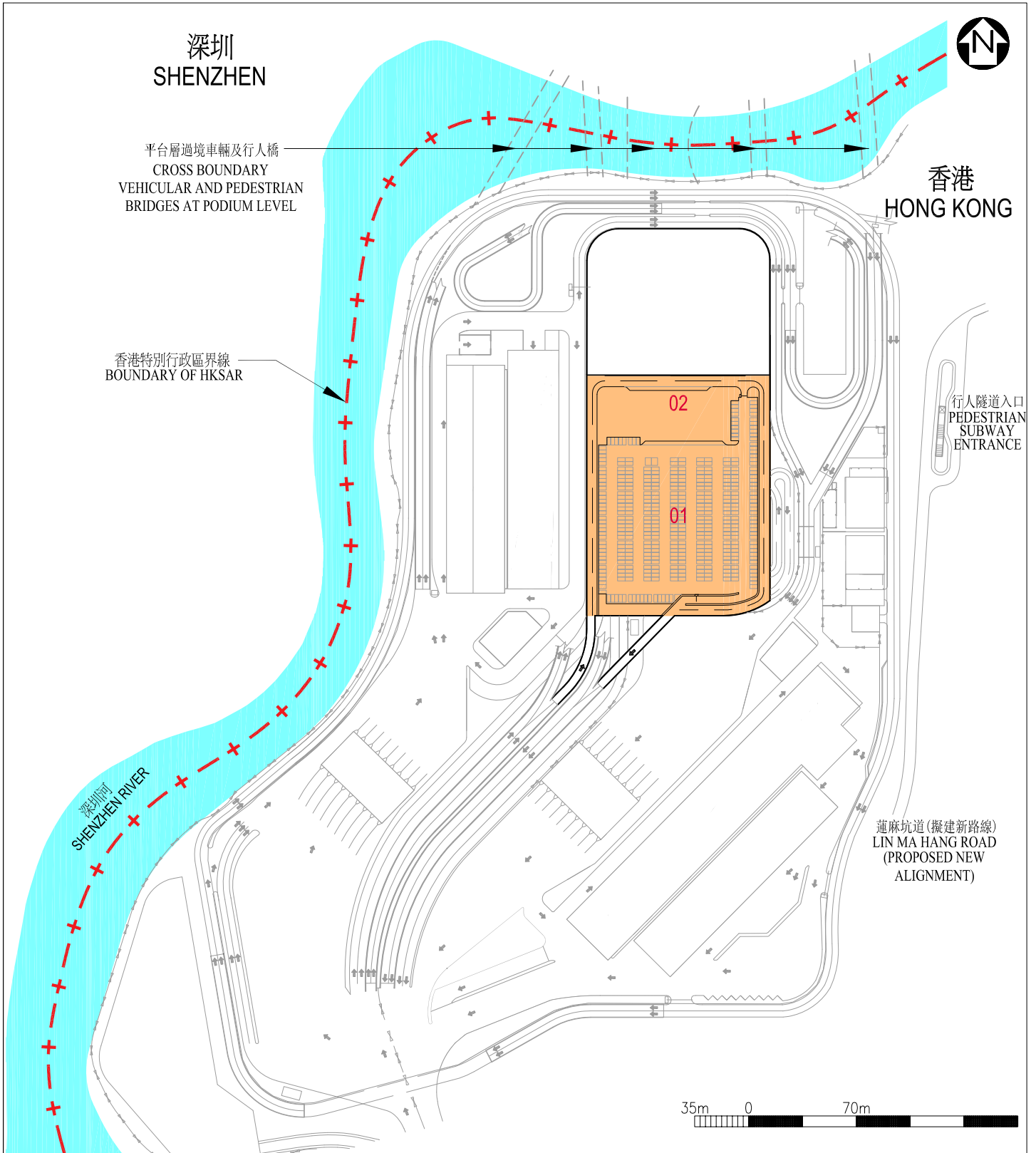


平台層概念平面圖
CONCEPTUAL LAYOUT PLAN AT PODIUM LEVEL

圖例: LEGEND:

01 聯檢大樓 PASSENGER TERMINAL BUILDING	06 入境貨車檢查亭 INBOUND GOODS VEHICLE CLEARANCE KIOSKS	11 地面公共交通交匯處 PUBLIC TRANSPORT INTERCHANGE AT GROUND LEVEL 閣樓層公共停車場及私家車上落客處 PUBLIC CAR PARK & PICK UP/DROP OFF AREA AT MEZZANINE LEVEL 平台層過境校巴/巴士上落客區連有蓋行人通道 CROSS BOUNDARY SCHOOL BUS / COACH PICK UP / DROP OFF AREA WITH COVERED WALKWAY AT PODIUM LEVEL
02 貨車檢查區及辦公大樓 GOODS VEHICLE SEARCH PLATFORMS & OFFICE	07 警署 POLICE STATION	
03 固定X光檢查站及辦公室 FIXED X-RAY VEHICLE INSPECTION STATION & OFFICE	08 消防局 FIRE STATION	
04 流動X光檢查站及辦公室 MOBILE X-RAY VEHICLE SURVEILLANCE STATION & OFFICE	09 出境私家車/客車檢查亭 OUTBOUND PRIVATE CARS/COACHES CLEARANCE KIOSKS	
05 出境貨車檢查亭 OUTBOUND GOODS VEHICLE CLEARANCE KIOSKS	10 入境私家車/客車檢查亭 INBOUND PRIVATE CARS/COACHES CLEARANCE KIOSKS	

TITLE 項目名稱 13GB LIANTANG / HEUNG YUEN WAI BOUNDARY CONTROL POINT WITH DIRECT ACCESS FACILITIES FOR PEDESTRIANS AND PRIVATE VEHICLES 蓮塘/香園圍口岸的人車直達設施	drawn by 繪圖 K.C. LEUNG	date 日期 14/11/2012	drawing no. 圖則編號 7272/XA/303
	approved 批核 W.K. YIU	date 日期 14/11/2012	
	office 辦事處 PROJECT MANAGEMENT BRANCH 工程策劃管理處	 ARCHITECTURAL SERVICES DEPARTMENT 建築署	

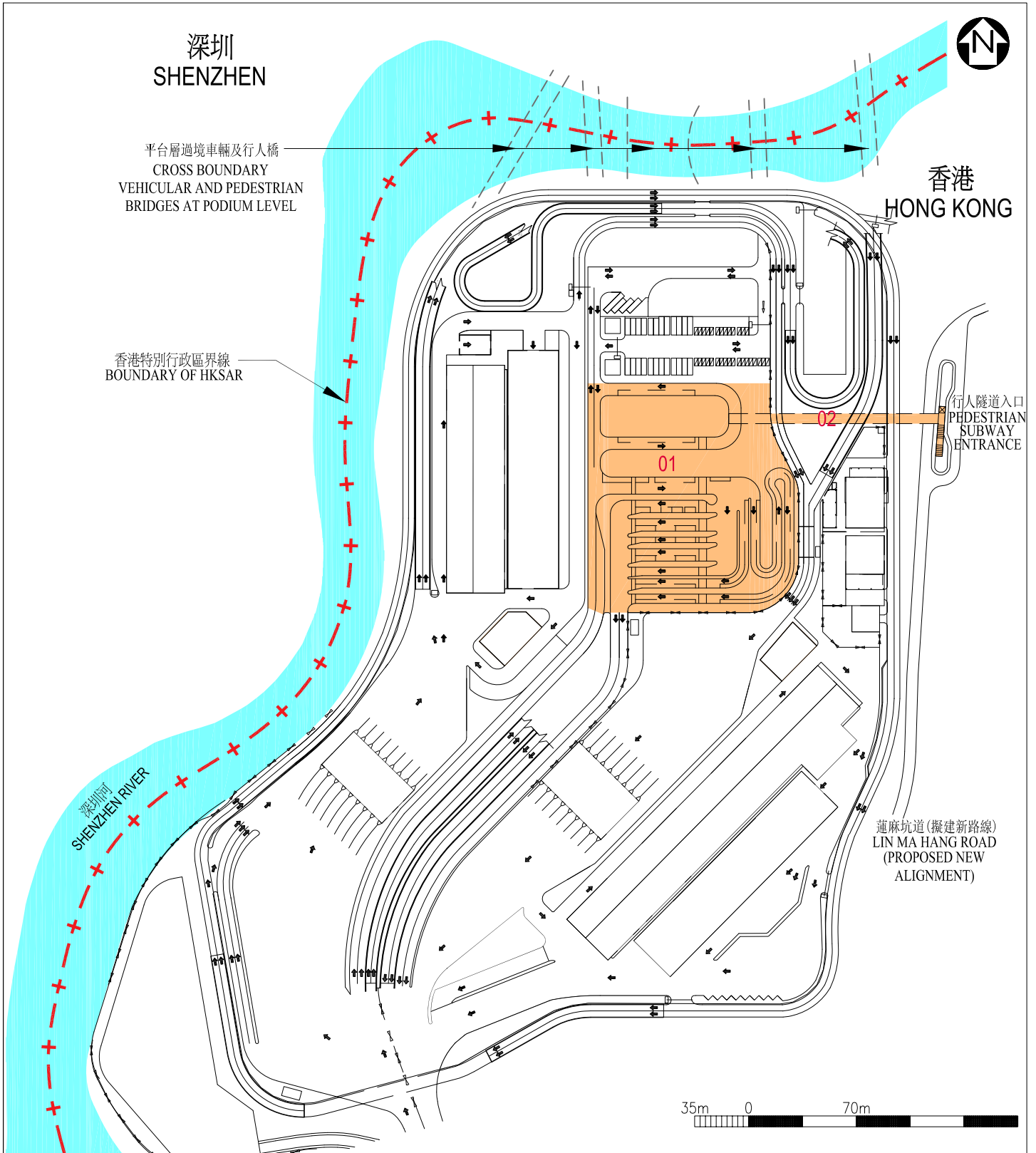


閣樓層概念平面圖
CONCEPTUAL LAYOUT PLAN AT MEZZANINE LEVEL

圖例: LEGEND:

<p>01 公共停車場 PUBLIC CAR PARK</p>	<p>02 私家車上落客處 PRIVATE CAR PICK UP/DROP OFF AREA</p>
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<p>TITLE 項目名稱 13GB LIANTANG / HEUNG YUEN WAI BOUNDARY CONTROL POINT WITH DIRECT ACCESS FACILITIES FOR PEDESTRIANS AND PRIVATE VEHICLES 蓮塘 / 香園圍口岸的人車直達設施</p>	<p>drawn by 繪圖 K.C. LEUNG approved 批核 W.K. YIU office 辦事處 PROJECT MANAGEMENT BRANCH 工程策劃管理處</p>	<p>date 日期 14/11/2012 date 日期 14/11/2012</p>	<p>drawing no. 圖則編號 7272/XA/302  ARCHITECTURAL SERVICES DEPARTMENT 建築署</p>
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地面層概念平面圖
CONCEPTUAL LAYOUT PLAN AT GROUND LEVEL

圖例: LEGEND:

01 公共交通交匯處 PUBLIC TRANSPORT INTERCHANGE	02 行人隧道 PEDESTRIAN SUBWAY
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TITLE 項目名稱 13GB LIANTANG / HEUNG YUEN WAI BOUNDARY CONTROL POINT WITH DIRECT ACCESS FACILITIES FOR PEDESTRIANS AND PRIVATE VEHICLES 蓮塘 / 香園圍口岸的人車直達設施	drawn by 繪圖 K.C. LEUNG	date 日期 14/11/2012	drawing no. 圖則編號 7272/XA/301
	approved 批核 W.K. YIU	date 日期 14/11/2012	
	office 辦事處 PROJECT MANAGEMENT BRANCH 工程策劃管理處	 ARCHITECTURAL SERVICES DEPARTMENT 建築署	

**Liantang/Heung Yuen Wai Boundary Control Point and Associated Works
Record of Public Consultation**

Date	Officers / Departments leading the consultation	Attendance	Content / scope of consultation	
18/9/2008	Secretary for Development (SDEV), Planning Department (PlanD), Lands Department (LandsD) and Home Affairs Department (HAD)	Heung Yee Kuk (HYK), Rural Committee (RC) Members, Village Representatives, local residents	Briefing on the development of LT/HYW BCP	
25/9/2008	PlanD	Greater Pearl River Delta Business Council		
6/10/2008	PlanD and LandsD	HYK		
8/10/2008	PlanD, LandsD and Civil Engineering and Development Department (CEDD)	Ta Kwu Ling RC		
9/10/2008	PlanD, LandsD and CEDD	North District Council (DC)		
10/10/2008	PlanD, LandsD and CEDD	Fanling RC		
11/10/2008	PlanD, LandsD and CEDD	Tai Po RC		
17/10/2008	PlanD, LandsD and CEDD	Sha Tau Kok RC		
22/10/2008	PlanD, LandsD and CEDD	Sheung Shui RC		
23/10/2008	Director of Planning	Logistics trade representatives and Hon Miriam Lau (LegCo Member)		
4/11/2008	PlanD, LandsD and CEDD	Tai Po District DC		
15/11/2008	SDEV, PlanD	Site visit to Chuk Yuen Village by LegCo Members		Introduction of LT/HYW BCP
18/4/2009	SDEV	Hon Lau Wing-fat (LegCo Member) and representatives of Chuk Yuen Village		Discussion about the requirement on the resite of Chuk Yuen village

Appendix 2 (Sheet 2 of 6)

Date	Officers / Departments leading the consultation	Attendance	Content / scope of consultation
4/6/2009	CEDD	“關注興建蓮塘口岸工作小組” of North DC	Consultation in respect of the Investigation and Preliminary Design (I&PD) study
16/6/2009	CEDD	Ma Mei Ha Concern Group	
17/6/2009	CEDD	Fanling RC	
22/6/2009	CEDD	Ta Kwu Ling RC	
25/6/2009	CEDD	Sha Tau Kok RC	
29/6/2009	CEDD	Sheung Shui RC	
14/9/2009	CEDD	“關注興建蓮塘口岸工作小組” of North DC	Consultation in respect of the proposed connecting road alignment
14/9/2009	CEDD	Sha Tau Kok RC Chairman, village representatives of Loi Tung, Tai Tong Wu and Wang Shan Keuk	
15/9/2009	CEDD	Ta Kwu Ling RC	
22/9/2009	CEDD	Sheung Shui RC	
23/9/2009	CEDD	Village representatives of San Uk Tsai and Sze Tau Leng	
25/9/2009	CEDD	“Ma Mei Ha Concern Group”, including Tan Chuk Hang Lo Wai villagers	
7/10/2009	CEDD	Fanling RC	
8/10/2009	CEDD	Sha Tau Kok RC	
13/10/2009	CEDD	Tai Po RC	
21/10/2009	CEDD	Village representatives of Loi Tung	

Appendix 2 (Sheet 3 of 6)

Date	Officers / Departments leading the consultation	Attendance	Content / scope of consultation
30/10/2009	CEDD	Village representatives of Nam Wa Po, Kau Lung Hang, Tong Hang and resident representatives from Tong Hang Tung Chuen	Consultation in respect of the proposed connecting road alignment
6/11/2009	CEDD	North District Councilors - Mr POON Chung-yin and Mr LAW Sai-yan, and village representatives of Tang Chuk Hang and Leng Pei	
10/11/2009	CEDD	Village representatives of Lau Shui Heung and San Tong Po	
13/11/2009	CEDD	Traffic and Transport Committee, Tai Po DC	
17/11/2009	CEDD	“關注興建蓮塘口岸工作小組” of North DC	
21/12/2009	CEDD	Hon CHAN Hak-kan (LegCo Member), North District Councilors, village representatives of Loi Tung and Tai Tong Wu	
26/2/2010	CEDD	North District Councilors - Mr LIU Kwok-wah and Mr WAN Wo-fai, Vice Chairman of Sha Tau Kok RC and village representatives of Loi Tung	
5/3/2010	CEDD	North District Councilors - Mr LIU Kwok-wah and Mr WAN Wo-fai, Vice Chairman of Sha Tau Kok RC and village representatives of Loi Tung and Tai Tong Wu	

Appendix 2 (Sheet 4 of 6)

Date	Officers / Departments leading the consultation	Attendance	Content / scope of consultation
10/3/2010	CEDD	Village representatives of San Uk Ling, Chuk Yuen, Fung Wong Wu, Nga Yiu and Muk Wu	Consultation in respect of the proposed connecting road alignment
22/4/2010	CEDD	North District Councilor - Mr WAN Wo-fai, Vice Chairman of Sha Tau Kok RC and village representatives of Loi Tung	
14/5/2010	CEDD	North District Councilor - Mr WAN Wo-fai, Vice Chairman of Sha Tau Kok RC and village representatives of Tai Tong Wu	
2/6/2010	CEDD	North District Councilor - Mr WAN Wo-fai, Vice Chairman of Sha Tau Kok RC and village representatives of Loi Tung and Tai Tong Wu	
18/6/2010	CEDD	Vice Chairman of Sha Tau Kok RC and village representatives of Loi Tung and Tai Tong Wu	
24/6/2010	CEDD	“關注興建蓮塘口岸工作小組” of North DC	Consultation in respect of the revised connecting road alignment including the relocation of an existing grave at Tai Tong Wu
11/8/2010	CEDD	Fanling RC	
11/8/2010	CEDD	Ta Kwu Ling RC	
30/8/2010	CEDD	Sheung Shui RC	
1/9/2010	CEDD	Sha Tau Kok RC	
9/9/2010	CEDD	Representatives from Ha Shan Kai Wat	

Appendix 2 (Sheet 5 of 6)

Date	Officers / Departments leading the consultation	Attendance	Content / scope of consultation
14/9/2010	CEDD	Tai Po RC	Consultation in respect of the revised connecting road alignment including the proposed relocation of an existing grave at Nam Wah Po
17/9/2010	CEDD	Traffic and Transport Committee, Tai Po DC	
21/9/2010	CEDD	HYK	
24/9/2010	CEDD	Tai Po District Councilor - Mr CHAN Cho-leung and the village representatives of Nam Wah Po	
13/10/2010	CEDD	Tai Po District Councilor - Mr TANG Yau-fat, village representatives of Tai Wo, Yuen Leng Yip Uk, Yuen Leng Lei Uk and Kau Lung Hang and resident representative of Tong Hang Tung Chuen	
27/10/2010	CEDD	Tai Po District Councilor - Mr TANG Yau-fat and village representative of Tai Wo	
15/11/2010	CEDD	Tai Po District Councilor - Mr CHAN Cho-leung and village representatives of Nam Wah Po	
1/12/2010	CEDD	Representatives from Ha Shan Kai Wat	
10/12/2010	CEDD	North District Councilor - Mr WAN Wo-fai and villagers from Loi Tung North	Consultation in respect of the recommended connecting road alignment for the BCP project
13/12/2010	CEDD	Hon WONG Shing-chi (LegCo Member) and villagers from Loi Tung North	

Appendix 2 (Sheet 6 of 6)

Date	Officers / Departments leading the consultation	Attendance	Content / scope of consultation
25/1/2011	CEDD	North District Councilor - Mr WAN Wo-fai and villagers from Loi Tung North	Consultation in respect of the recommended connecting road alignment for the BCP project
16/3/2011	CEDD	“關注興建蓮塘口岸工作小組” of North DC	
16/4/2011	SDEV	Chuk Yuen villagers	Discussion about the compensation matters
20/6/2011	SDEV	Chuk Yuen villagers	Discussion about the proposed compensation package
9/11/2011	SDEV, LandsD	Chuk Yuen villagers	Announcement of the Cottage House Option
5/1/2012	CEDD	Ta Kwu Ling RC	Consultation in respect of the proposed funding application for the site formation and connecting road and the proposed works of the BCP buildings and the associated facilities
16/1/2012	CEDD	Sha Tau Kok RC	
8/2/2012	CEDD	Sheung Shui RC	
9/2/2012	CEDD	North DC	
14/2/2012	CEDD	Tai Po RC	
6/3/2012	CEDD	Tai Po DC	
7/3/2012	CEDD	Fanling RC	
2/4/2012	SDEV	Chuk Yuen villagers	Announcement of the special Ex-gratia Cash Allowance
12/10/2012	CEDD	“關注興建蓮塘口岸工作小組” of North DC	Consultation on Construction Matters/ Progress Update/the funding applications for the design of the BCP buildings and the associated facilities and the regulation of Shenzhen River stage IV.