

**For discussion
on 24 June 2014**

Legislative Council Panel on Development

Liantang/Heung Yuen Wai Boundary Control Point and associated works

Progress Update for Buildings and Associated Facilities

PURPOSE

This paper updates Members on the latest progress of Boundary Control Point buildings and associated facilities under **13GB** “Liantang/Heung Yuen Wai Boundary Control Point and associated works” (the Project).

BACKGROUND

2. Subsequent to a joint Preliminary Planning Study on Developing Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) (the Joint Study) conducted by the Hong Kong Special Administrative Region Government (HKSARG) and the Shenzhen Municipal Government (SZMG) between December 2006 and September 2008, the HKSARG and SZMG jointly announced after the second meeting of the Hong Kong-Shenzhen Joint Task Force on Boundary District Development in September 2008 the implementation of the LT/HYW BCP¹ for operation in 2018. The LT/HYW BCP is designed to handle 30 000 passengers and 17 850 vehicles trips daily.

3. The scope of the BCP in Hong Kong side comprises –

- a) site formation for the BCP and construction of connecting roads;
- b) BCP buildings and associated facilities;
- c) improvement of Shenzhen River and reprovisioning of boundary patrol road; and
- d) reprovisioning of Chuk Yuen Village.

4. We included **13GB** “Liantang/Heung Yuen Wai Boundary Control Point and associated works” in Category B in July 2008. Since then,

¹ 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.

we have part-upgraded **13GB** six times for carrying out the design and construction of site formation, connecting road and the regulation of Shenzhen River to facilitate the commissioning of the BCP in 2018. On 11 January 2013, the Finance Committee (FC) also approved the upgrading of another part of **13GB** to Category A as **20GB** “Liantang/Heung Yuen Wai Boundary Control Point and associated works – Boundary Control Point buildings and associated facilities – pre-construction consultancy services” at an approved project estimate of \$180 million in money-of-the-day (MOD) prices for undertaking the design and site investigation works for the proposed BCP buildings and the associated facilities. A summary of the overall progress of the Project is at **Enclosure 1**.

SCOPE OF BCP BUILDING WORKS

5. The scope of remaining part of the Project, i.e. the construction of the BCP buildings and associated facilities (the proposed BCP Building Works) comprises –

- a) 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.;
- b) cargo processing facilities including kiosks for clearance of goods vehicles, customs inspection platforms, X-ray vehicle examination buildings, etc.;
- c) accommodation for and facilities including furniture and equipment (F&E) of the government departments providing services in connection with the BCP;
- d) 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.;
- e) a public car park; and
- f) other ancillary facilities such as sewerage and drainage, building services provisions and electronic systems, associated environmental mitigation measures and landscape works.

A location plan, a master layout plan and an artist’s impression of the proposed BCP are at **Enclosures 2, 3 and 4** respectively.

PROGRESS OF BCP BUILDING WORKS

6. In order to commission the new BCP in 2018, we have engaged consultants and commenced the design for the proposed BCP Building Works in January 2013. Site investigation works were completed in May 2014 except those works within Chuk Yuen Village pending site clearance scheduled for August 2014. Tender documentation for the proposed BCP Building Works is in progress with a view to inviting tenders in Q3 of 2014. Similarly, SZMG has engaged their own Design Institute in mid 2013 for the design works. The design teams of both sides have set up regular meetings and coordination groups to closely coordinate the design parameters and technical specification for the integrated design and associated interfacing works for the Passenger Terminal Building (PTB) and the connecting pedestrian bridge over the Shenzhen River.

7. The HKSARG and SZMG have established a Technical Sub-Working Group for Design and Operation (DOTG) to discuss and formulate the overall design and operation arrangement of the BCP. The design parameters including the coordinates, height and security requirements of the connecting pedestrian bridge, requirement of the external claddings, the outlying of the PTB have been agreed by HKSARG and SZMG via the DOTG in end 2013.

8. Based on the endorsed design parameters, the design works are further developed. After many coordination and review meetings by both parties, the detailed design of the integrated design was largely finalized in March 2014. The finalized integrated design for the PTB and pedestrian bridge linking the two buildings was agreed by the DOTG in May 2014.

9. In order to inject creativity and public participation, an International Design Ideas Competition for LT/HYW BCP PTB was jointly organised and completed by the HKSARG and SZMG in 2011. Both Governments have agreed that the design of the PTB should be people-oriented and make reference to the ideas of the winning design with a view to meeting the functional requirements while unifying and simplifying the building outlook. The requirements have been incorporated in the latest design of the building works.

10. In response to the requests for direct and more convenient access to the BCP received from the public, the new BCP has been designed for direct access by private vehicles through a public car park with 415 private car and 36 motorcycle parking spaces as well as pick-up/drop-off points, and for pedestrians through a pedestrian subway linking the BCP and the adjacent Lin Ma Hang Road.

11. In order to facilitate the daily travelling of cross-boundary students, a public transport interchange with pick-up/drop-off points for school

buses will be provided at the PTB. To provide quality public service to travellers for this first BCP with direct access facilities, spaces have been allowed within the BCP in the design to accommodate some commercial facilities such as banks/Automatic Teller Machines, convenience stores, money exchange etc. These developments were generally welcomed by Members and District Council members during the consultations.

12. In order to enhance passengers and vehicles clearance processing, additional facilities are introduced in the proposed BCP. The facilities include the enhanced provision of Red and Green Channel System and related operation area in the PTB to smoothen passenger flow at the BCP and the addition of private car examination building to facilitate the private car clearance processing.

13. In addition, we will provide enhanced barrier free access and facilities for people in need (including elderly and persons with disabilities) with a view to enabling them to freely access premises and make use of community facilities and services on an equal basis with others and the promotion of gender mainstreaming policy in accordance with the latest requirements that have been enhanced during the project development. The facilities include increased number of unisex accessible toilets and female toilets, baby changing/breast feeding facilities, seats for the elderly near the Public Transport Interchange area, etc.

14. To meet the latest functional and operational needs of BCP, the passenger halls for inbound and outbound passenger clearance have been split into two levels. Provision of non-public car park, loading and unloading facilities for PTB, vehicle circulation and cargo vehicle returning route have been located under podium deck due to the limited site area. The building design has been refined to house the cargo examination systems and facilities such as the mobile X-ray Vehicle Surveillance System, disinsection facilities, etc. Canopies for the cargo examination and private car/coach processing facilities are provided to improve the working environment and operation efficiency. Elevated walkway for linking various processing facilities is also provided to allow a safe access for the staff working in the BCP.

PROJECT ESTIMATE

15. We have yet to seek funding approval from the Legislative Council (LegCo) for the construction of the proposed BCP Buildings Works. Since the Joint Study completed in 2008, there have been several major design developments to enhance user convenience and meet the public aspiration. In general, the design developments are in response to the public's and the Members' requests, and to achieve the effective and efficient immigration and customs control for user convenience and to meet the latest functional and operational needs of the proposed BCP. Besides, furniture and equipment

requirements were refined to meet the latest standards of the BCP. We are mindful of the need to keep the project estimate to the minimum. Throughout the design development stage, we have conducted several design and cost saving review exercises with a view to achieving the most effective and cost efficient design. The building materials specified are of modest standards to meet functional requirements. Typical material such as aluminium panel ceiling, paint finish to walls and homogenous floor tiles for the passenger halls, rock wool ceiling and carpet/vinyl floor tile for offices and meeting rooms etc. are the common and basic materials for serving the respective functions.

16. Due to the design development and the latest requirements as elaborated in paragraphs 9 to 15, the latest project estimate should be in the order of \$6.9 billion², comprising building works (\$4.5 billion), external works (\$1.0 billion), F&E and others (\$0.8 billion) and contingency (\$0.6 billion), in September 2013 prices. We will update the cost estimate upon return of tenders for the proposed BCP Building Works.

IMPLEMENTATION PLAN

17. We plan to invite tenders for the proposed BCP Buildings Works in Q3 of 2014. With the returned tenders and updated estimate, we will consult the Panel on Development in end 2014 before seeking the Public Works Subcommittee/FC's approval for upgrading the proposed BCP Building Works to Category A in early 2015. Subject to approval of the FC, we plan to commence the construction work in March 2015 with a view to commissioning the BCP in 2018.

ADVICE SOUGHT

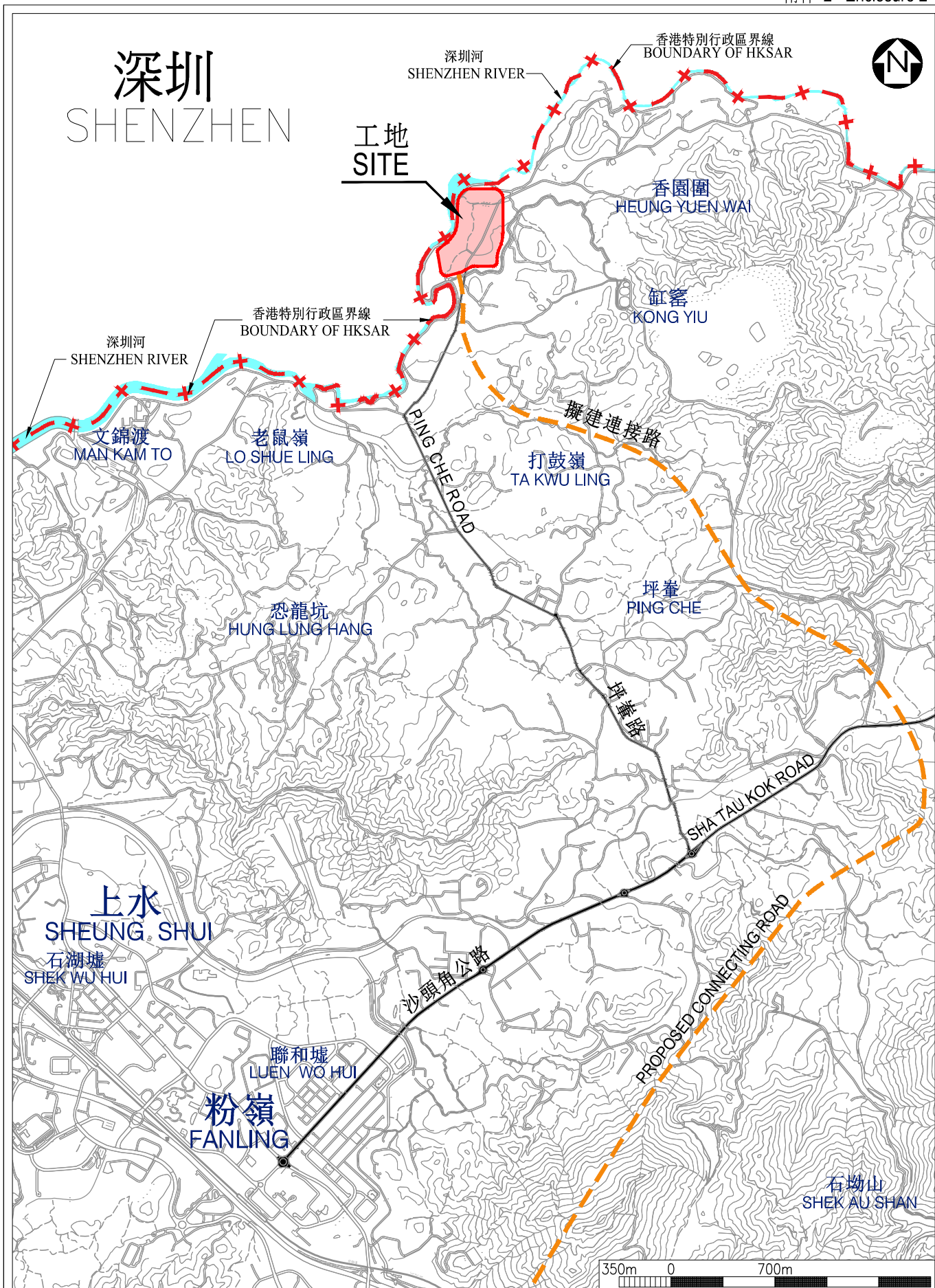
18. Members are invited to note the latest progress on the proposed BCP Building Works and the proposed implementation plan as mentioned in paragraph 17 above.

Development Bureau
Architectural Services Department
June 2014

² In the LegCo Brief issued in September 2008, we briefed Members that the estimated capital cost for the BCP buildings and associated works was in the order of \$1.9 billion in September 2007 prices (or \$3.3 billion in September 2013 prices) based on a preliminary schematic layout assumed in the Joint Study. The detailed users and operational requirements were yet to be ascertained at that time. This estimate is not applicable now as the total construction floor area has substantially increased after the current users and operational requirements are ascertained. Besides, additional/enhanced provisions as mentioned in paragraphs 10 to 14 in response to the public's and the Members' requests will also incur additional costs.

Summary of the overall progress of Liantang/Heung Yuen Wai BCP

| FC Date | PWP No/Title | Scope of works | Progress |
|----------------------|---|---|---|
| 9.1.2009 | 14GB “Liantang/Heung Yuen Wai Boundary Control Point and associated works – investigation and preliminary design” | Carrying out the investigation and preliminary design for the development of the BCP | Works substantially completed |
| 30.4.2010 | 16GB “Liantang/Heung Yuen Wai Boundary Control Point and associated works – village reprovisioning works” | Reprovisioning of the existing Chuk Yuen Village to make way for the construction of the BCP. | Works substantially completed |
| 18.2.2011 | 17GB “Liantang/Heung Yuen Wai Boundary Control Point and associated works – detailed design and ground investigation” | Carrying out the detailed design and ground investigation for the development of the BCP and the associated Shenzhen River improvement works. | Works substantially completed |
| 6.1.2012 | 18GB “Liantang/Heung Yuen Wai Boundary Control Point and associated works – reprovisioning of boundary patrol road and associated security facilities | Reprovisioning of a section of boundary patrol road and the associated security facilities for the development of the new BCP. | Works in progress for completion in early 2015 |
| 13.7.2012 | 19GB “Liantang/Heung Yuen Wai Boundary Control Point and associated works – site formation and infrastructure works” | Site formation of the BCP, construction of the Connection Road and the associated works. | Works in progress for completion in 2018 |
| 11.1.2013 | 20GB “Liantang/Heung Yuen Wai Boundary Control Point and associated works – BCP buildings and the associated facilities – pre-construction consultancy services” | Detailed design of the BCP buildings and the associated facilities | Detailed design substantially completed in March 2014 and tender documentation works is in progress |
| 15.3.2013 | 168CD “Liantang/Heung Yuen Wai Boundary Control Point and associated works – regulation of Shenzhen River stage IV” | Regulation of about 4.5 km long river channel of Shenzhen River between Ping Yuen River and Pak Fu Shan | Works in progress for completion in end 2017 |
| Feb 2015 (tentative) | 13GB “Liantang/Heung Yuen Wai Boundary Control Point and associated works – BCP building and the associated facilities” | Construction of the BCP buildings and the associated facilities | To be upgraded to Cat A |



LOCATION PLAN

工地位置圖

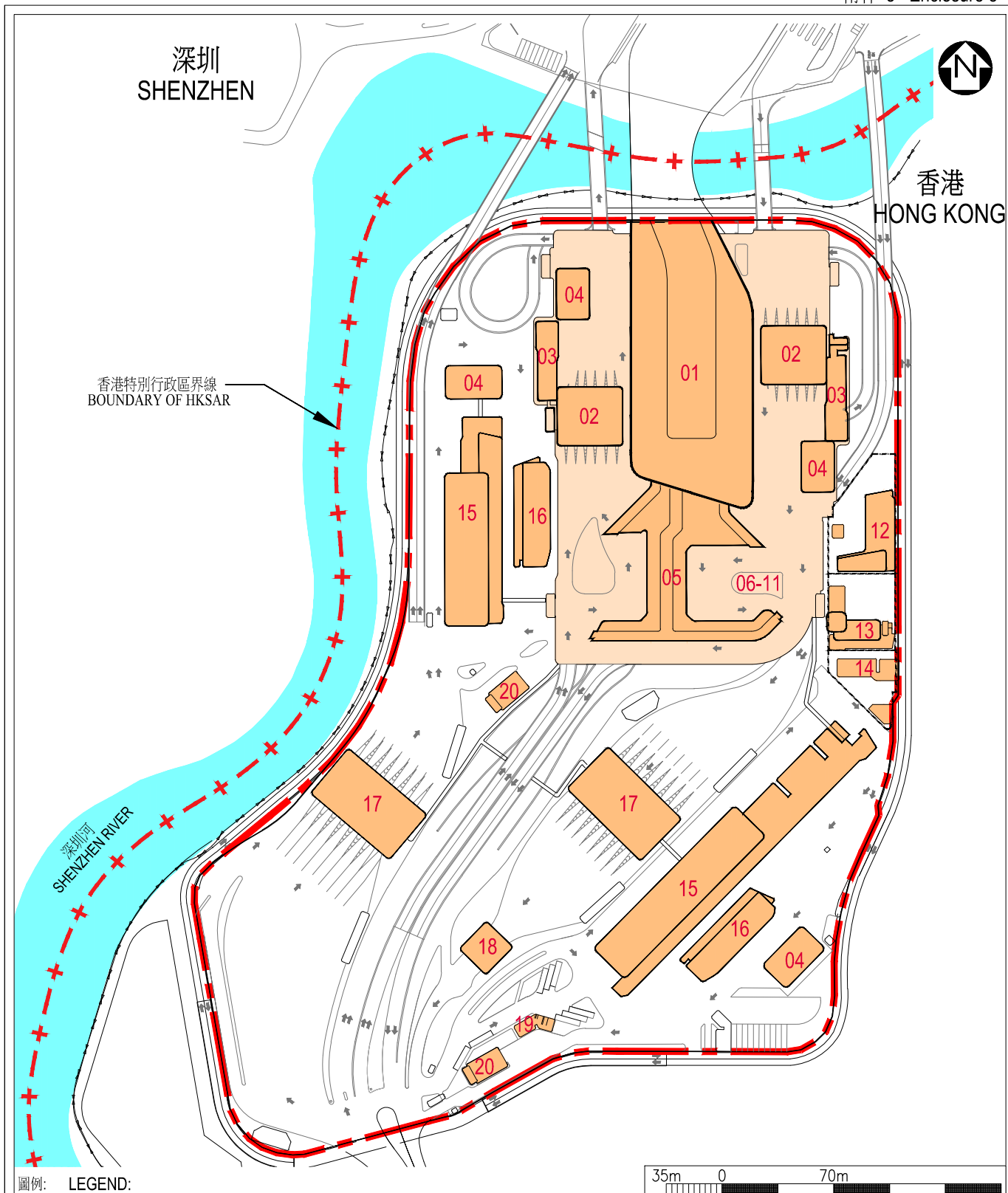
TITLE 項目名稱 13GB

LIANTANG / HEUNG YUEN WAI
BOUNDARY CONTROL POINT AND
ASSOCIATED WORKS

蓮塘 / 香園圍口岸與相關工程



ARCHITECTURAL
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圖例: LEGEND:

| | | |
|--|---|--|
| 01 旅檢大樓 PASSENGER TERMINAL BUILDING | 06 置於平台底層設施 包括公眾停車場及私家車落客處及 公共交通交匯處 UNDER PODIUM FACILITIES INCLUDE: PUBLIC TRANSPORT INTERCHANGE, PUBLIC CAR PARK & DROP OFF AREA BELOW PODIUM DECK | 15 海關貨物檢查大樓 C&ED CARGO EXAMINATION BUILDING |
| 02 私家車和旅遊巴士清關亭 PRIVATE CAR / COACH CLEARANCE KIOSKS | 11 消防局 FIRE STATION | 16 海關車輛X光檢查大樓 C&ED X-RAY VEHICLE EXAMINATION BUILDING |
| 03 私家車檢查站 PRIVATE CAR EXAMINATION BUILDING | 12 警署 POLICE STATION | 17 貨車清關亭 CARGO VEHICLE CLEARANCE KIOSKS |
| 04 海關車輛移動X光檢查站 C&ED MOBILE X-RAY VEHICLE SURVEILLANCE STATION | 13 海關偵緝犬基地 C&ED CUSTOMS DETECTOR DOG BASE | 18 警務處車底檢查站 HKPF ENHANCED UNDER VEHICLE SURVEILLANCE SYSTEM |
| 05 平台層學童過境巴士/旅遊巴士 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 | 14 衛生署滅蟲設施 DH DISINSECTION FACILITIES | |

MASTER LAYOUT PLAN 總綱平面圖

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Liantang/ Heung Yuen Wai Boundary Control Point (BCP) – BCP buildings and associated facilities

附件4 Enclosure 4

蓮塘/香園圍口岸-口岸建築及相關設施



旅檢大樓

Passenger Terminal Building

旅遊巴士/學童過境巴士上落客處

Coach/Cross Boundary School

Bus Pick-up & Drop-off Area

公眾停車場

Public Car Park

公共運輸交匯處

Public Transport Interchange

Artist's Impression of the Liantang/Heung Yuen Wai Boundary Control Point in Hong Kong Side

在港方蓮塘/香園圍口岸的外觀構思圖