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**Panel on Security**

**Information note prepared by the Legislative Council Secretariat  
for the meeting on 2 March 2021**

**Implementation of co-location arrangement at the redeveloped  
Huanggang Port in Shenzhen**

The Huanggang Port/Lok Ma Chau Control Point is currently the only land boundary control point between Hong Kong and Shenzhen operating on 24-hour basis. It was developed and commissioned in the late 1980s, providing clearance service for both passenger and goods vehicles. In 2019, on average about 68 000 passengers and 19 700 vehicles (including 9 700 goods vehicles, 1 400 cross-boundary coaches and 8 600 private cars) passed through the control point every day. According to the Administration, as the control point was built three decades ago, the facilities thereat are aged and may not be able to cope with growing demand and service expectation.

2. As stated in the Chief Executive's 2020 Policy Address and Supplement, the Hong Kong Special Administrative Region ("HKSAR") Government would tap the opportunity of Shenzhen Municipal Government's plan to redevelop the Huanggang Port in-situ and explore with the Shenzhen Municipal Government the implementation of co-location arrangement similar to that in place at the Shenzhen Bay Port. At the Huanggang Port after redevelopment, there would be a Mainland Port Area and a Hong Kong Port Area co-located in the same building to facilitate cross-boundary passengers and enhance clearance efficiency.

3. At the meeting of Panel on Security on 1 December 2020 when members were briefed on the Security Bureau's major initiatives in the 2020 Policy Address, members expressed general support for the co-location arrangement at the Huanggang Port and enquired about the progress of the redevelopment project. Some members also called on the Administration to set out details of the redevelopment project and kick start the legislative exercise for the co-location arrangement as soon as practicable. According to the Administration, the Shenzhen Municipal Government had commenced

the design stage of the redevelopment project of the Huanggang Port. The project was expected to be completed within three to four years and the actual implementation timetable would be officially announced in due course. While the co-location arrangement would require the approval of the Central People's Government, the HKSAR Government would explore with the Shenzhen Municipal Government shortly the implementation of co-location arrangement. The Administration believed that with previous legislative experience at the Shenzhen Bay Port, the co-location arrangement at the redeveloped Huanggang Port would be implemented smoothly and efficiently.

4. The Administration will brief the Panel on the latest development of the implementation of co-location arrangement at the redeveloped Huanggang Port at its meeting on 2 March 2021.

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