

# A brief introduction about the Liantang/Heung Yuen Wai Boundary Control Point Project

1<sup>st</sup> stage of presentation by  
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as on May 2017

(will be updated in stages)

**The Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP)** will be the seventh land crossing between Shenzhen and Hong Kong.

Currently, the two existing BCPs on the eastern side of the New Territories at Man Kam To and Sha Tau Kok are mainly used to access eastern Shenzhen and Guangdong. All cross-boundary traffic travelling from these two existing BCPs has to travel through busy local roads in Hong Kong and Shenzhen before joining the highway systems. The LT/HYW BCP will connect with the expressway systems in Hong Kong and Shenzhen: the Shenzhen Eastern Corridor will connect the BCP with the Shenzhen-Huizhou and Shenzhen-Shantou Expressways while the Connecting Road in Hong Kong will connect the BCP with Fanling Highway. The new BCP will shorten the travelling time between Hong Kong and eastern Guangdong, southern Fujian and Jiangxi, thus greatly facilitating future regional cooperation and development. The new BCP will play a strategic role in sustaining the long-term economic growth for both Guangdong and Hong Kong.

From the local perspective, the new BCP will help redistribute the cross-boundary vehicular traffic amongst the crossings in the east. This will alleviate the busy conditions at Man Kam To and Sha Tau Kok BCPs, and provide room for improvement at these BCPs so that the overall handling capacity and the quality of service of the BCPs in Hong Kong will be enhanced. Besides, there will be four interchanges along the Connecting Road at the junctions with Fanling Highway, Sha Tau Kok Road, Ping Yuen Road and Lin Ma Hang Road, which will facilitate the access of local residents. With the connecting Road, the road network in the North District as a whole will be much improved.

## Scope of works

- Site formation of about 23 ha of land for the BCP and construction of an approximately 11 km long dual-two lane trunk road connecting the BCP with Fanling Highway;
- Construction of BCP buildings and associated facilities;
- Improvement of a section of about 4.5 km long Shenzhen River between Ping Yuen River and Pak Fu Shan, and re-provisioning of the relevant boundary patrol roads; and
- Re-provisioning of Chuk Yuen Village.



major boundary control point connecting to shenzhen

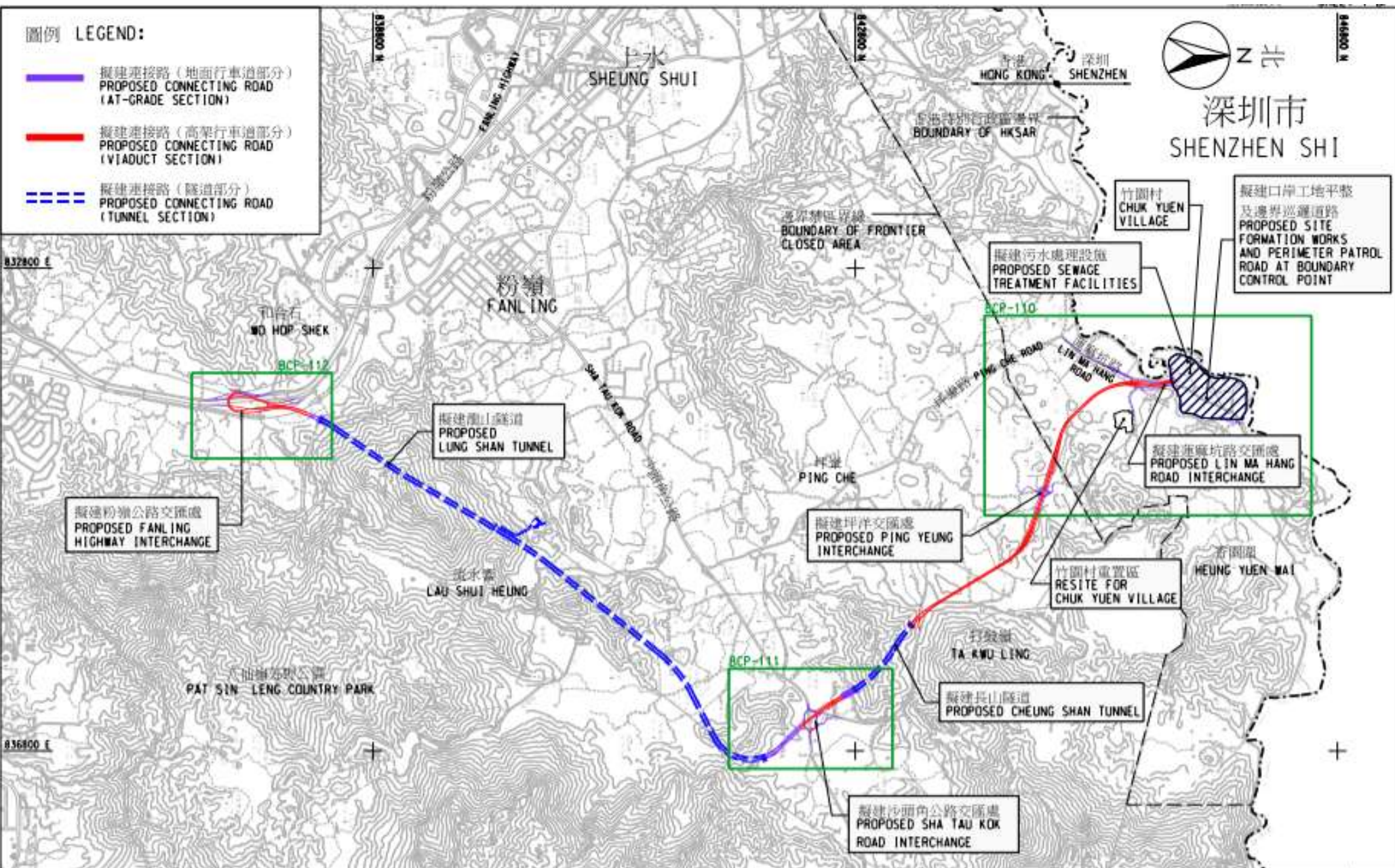


圖例 LEGEND:

- 擬建連接路 (地面行車道部分)  
PROPOSED CONNECTING ROAD  
(AT-GRADE SECTION)
- 擬建連接路 (高架行車道部分)  
PROPOSED CONNECTING ROAD  
(VIADUCT SECTION)
- 擬建連接路 (隧道部分)  
PROPOSED CONNECTING ROAD  
(TUNNEL SECTION)



深圳市  
SHENZHEN SHI



drawing title 圖則名稱

蓮塘/香園圍口岸與相關工程 - 擬建口岸及連接路之平面圖

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

drawing no. 圖則編號

BCP - 109

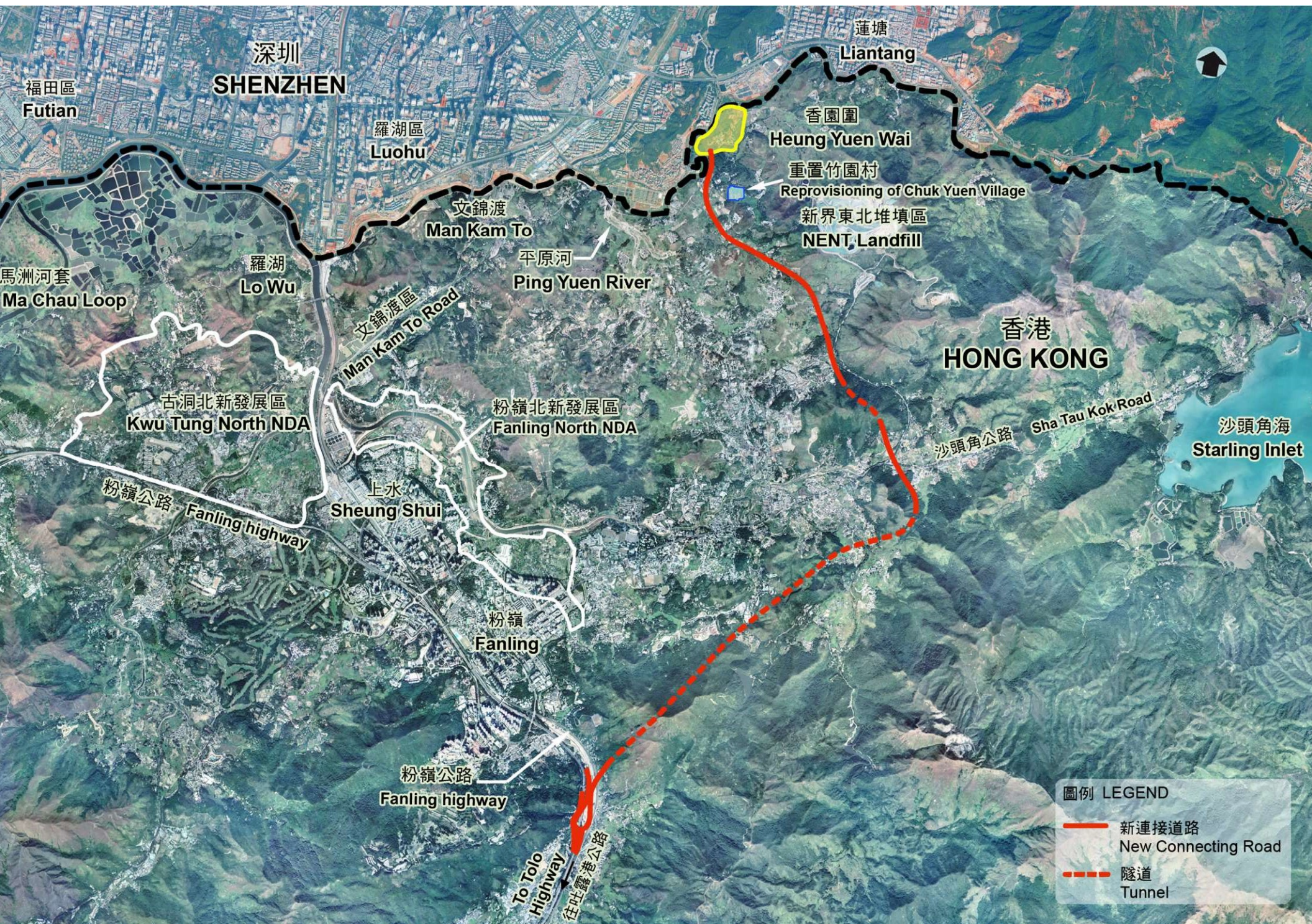
scale

比例  
1 : 30 000

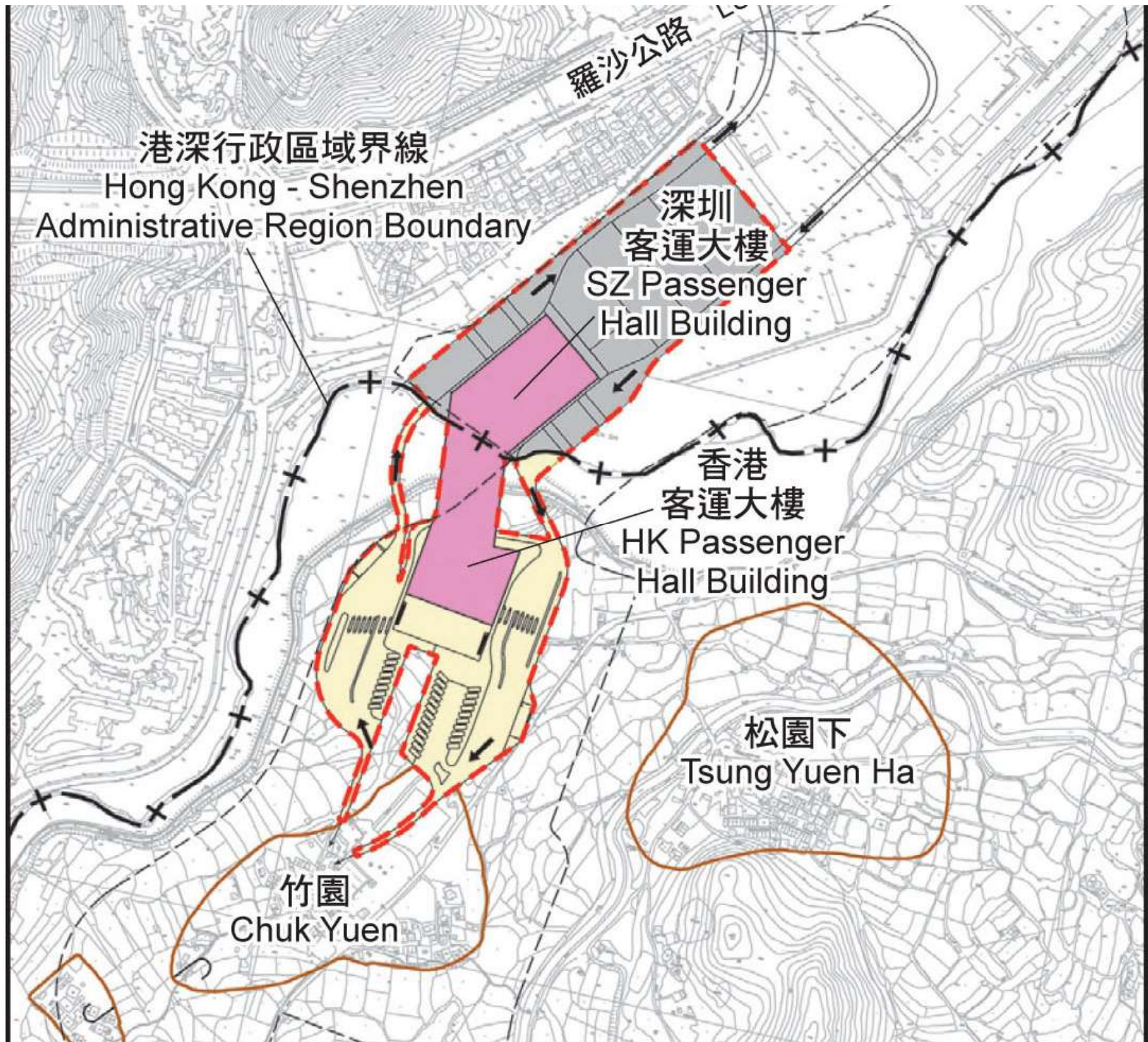


CIVIL ENGINEERING  
AND DEVELOPMENT  
DEPARTMENT  
HONG KONG









港深行政區域界線  
Hong Kong - Shenzhen  
Administrative Region Boundary

羅沙公路

深圳  
客運大樓  
SZ Passenger  
Hall Building

香港  
客運大樓  
HK Passenger  
Hall Building

松園下  
Tsung Yuen Ha

竹園  
Chuk Yuen





Sha Tau Kok Road

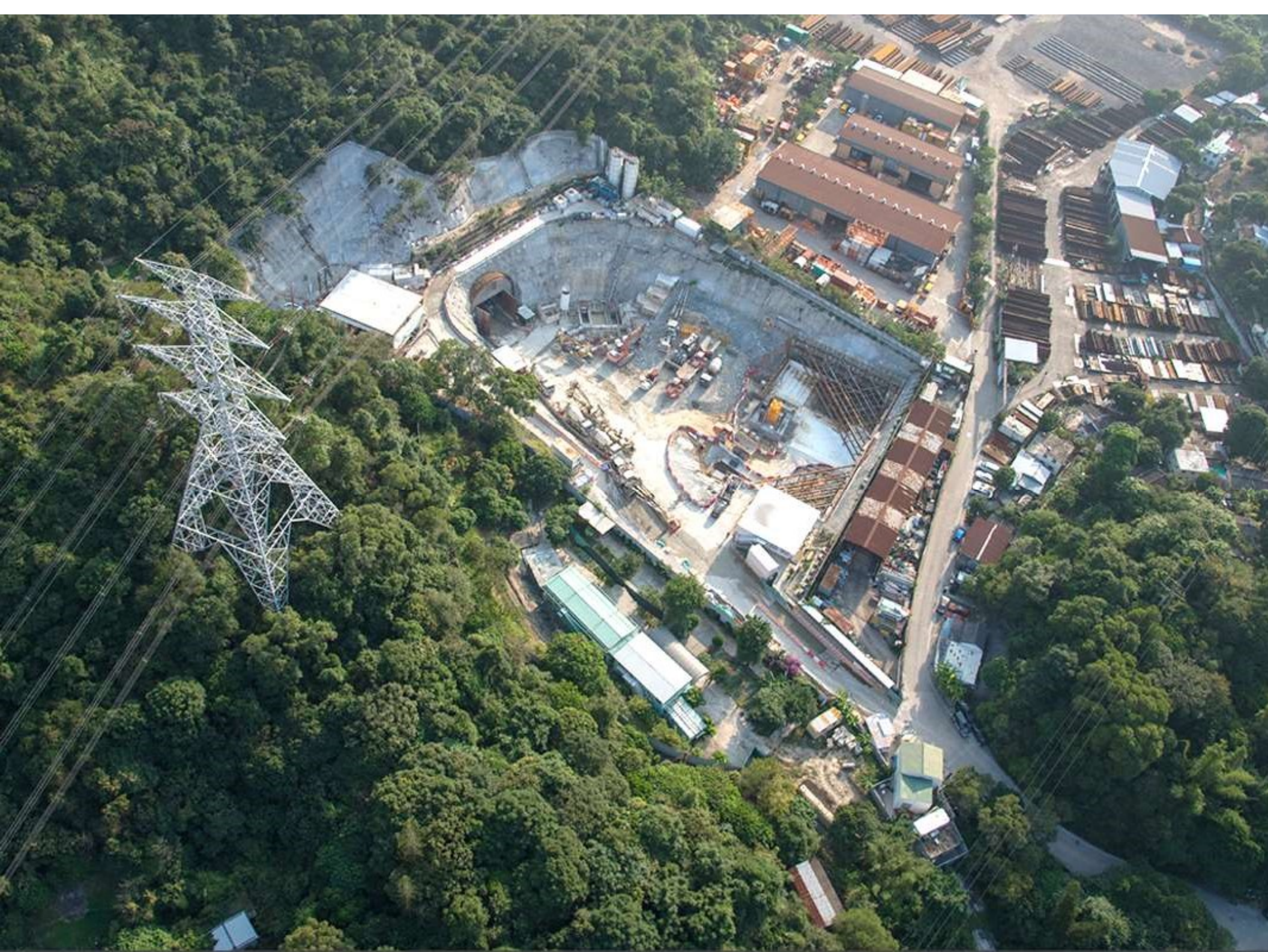
Tunnel portal near the junction of  
Sha Tau Kok Road and Shan Tong



Tunnel portal on the side of  
East Rail at Fanling (mid 2016)











Tunnel portal near the junction of Sha Tau Kok Road and Shan Tong (mid 2016)



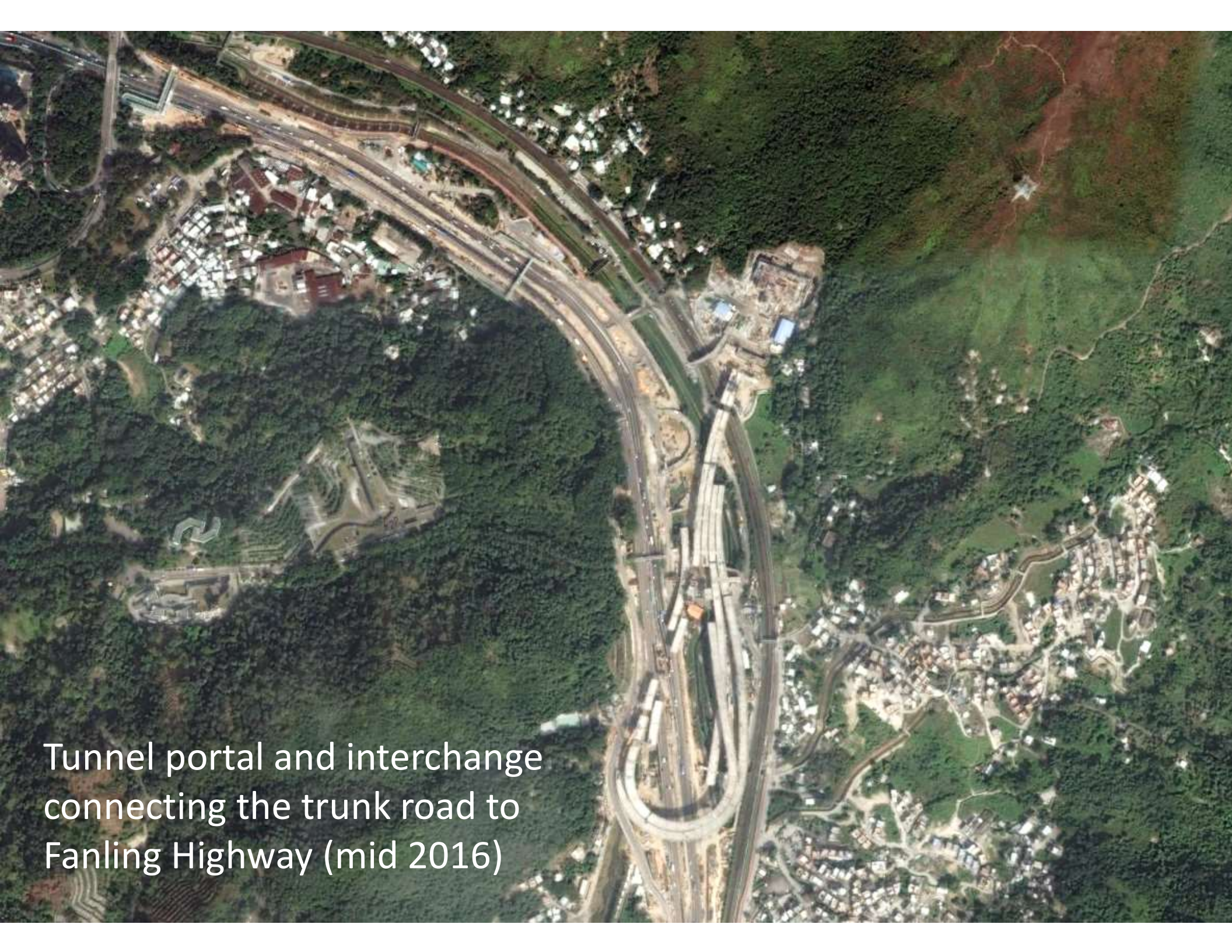


The same portal as view at formation level







An aerial photograph showing a complex highway interchange with multiple lanes and overpasses. The interchange is situated in a hilly, forested area. To the left of the interchange, there is a tunnel portal. The surrounding landscape is a mix of dense green forest and some residential or commercial buildings. The image is oriented horizontally, but the text is placed in the bottom right corner.

Tunnel portal and interchange  
connecting the trunk road to  
Fanling Highway (mid 2016)





The interchange crossing Fanling Highway linking to Lung Shan Tunnel



The interchange crossing Fanling Highway (mid 2016)







Interchange of the truck road leading to the tunnel portal













Carriageway approaching the Boundary Control Point facility









The Boundary Control Facility before its opening