



促进粤港货物贸易便利化

Facilitation of Trade in Goods between Hong Kong and Guangdong

贸易便利化的重要性

香港与广东省的贸易关系非常密切。在2004年，香港与广东省的贸易额达6,167亿元人民币（745亿美元）。同年，香港是广东省最大的出口市场，总出口额为5,678亿元人民币（686亿美元），占全省出口总额35.8%。香港亦是广东省第六大进口货物来源地，进口额为488亿元人民币（59亿美元），占全省进口总额3.6%¹。

粤港之间的货物贸易随着两地经济的发展，在过去的二十多年不断增长。广东省自内地改革开放后，农村经济逐步转型，转向工业及制造业发展。与此同时，香港的制造业自八十年代开始北移，利用珠三角地区提供的廉宜土地和劳工，降低生产成本。港资加工贸易在珠三角地区迅速发展，现时已有超过八万家港资企业在粤，其中约有一半属外发加工厂。很多外发加工贸易都是经香港进口原料，加工后把制成品出口。

在短短二十多年间，珠三角已经成为世界级制造业基地，进出口的原料与制成品的数量不断增加。香港是亚洲首要的国际运输及物流枢纽，拥有全球生产力和效率最高的货柜码头，货柜航线四通八达，联系香港和全球逾500个目的地。凭着这些优势，香港成为了联系珠三角的制造业基地和国际市场的桥梁。商务委员会认为必须保持粤港两地货流畅顺，以促进粤港两地的货物贸易和经济增长，并推进香港运输业和物流业的发展。

1. 广东统计年鉴2004及广东省对外贸易经济合作厅网页

The importance of trade facilitation

Hong Kong and Guangdong have very close economic and trade ties. In 2004, trade value between the two places reached \$616.7 billion yuan (US\$74.5 billion). In the same year, Hong Kong was Guangdong's largest export market, importing a total of \$567.8 billion yuan (US\$68.6 billion) worth of goods or 35.8% of Guangdong's total exports. Hong Kong was also Guangdong's sixth largest source of imports, supplying \$48.8 billion yuan (US\$5.9 billion) or 3.6% of Guangdong's total import value¹.

The continuous growth of trade in goods between Hong Kong and Guangdong over the past two decades has been in tandem with the economic development of the two places. Following the opening up of the Mainland market, Guangdong has gradually transformed herself from a rural economy into an industrial and manufacturing base since the 1980s. Many Hong Kong manufacturers have moved into the PRD region to take advantage of cheaper land, labour and production costs. This has led to a rapid growth of processing trade in the region. At present, there are over 80 000 Hong Kong-invested enterprises in Guangdong, with over 50% engaged in outward processing operations. Many of these enterprises import raw materials via Hong Kong and export the finished products after processing.

In a short span of only about decades, PRD has developed into a global manufacturing base. The growth of its import/export of raw materials/finished products shows no signs of slowing down. Hong Kong is strategically positioned to serve as a bridge between the manufacturing base in PRD and the international markets. It is a leading international transport and logistic hub in Asia and operates one of the busiest and most efficient container ports in the world, with an extensive network connecting to more than 500 destinations all over the world. The Business Council was of the view that efficient cargo flow between Hong Kong and Guangdong must be maintained to ensure growth of trade in goods in the two places and to promote transport and logistic development in Hong Kong.

1. Guangdong Statistical Yearbook 2004 and Website of Department of Foreign Trade and Economic Cooperation of Guangdong Province

研究和工作进度

商务委员会在展开货物贸易便利化的研究时参考了国内有关课题的研究报告²。报告主要在宏观和中观的层面探讨两地在贸易便利化领域面对的问题。

该报告其中一章探讨两地货物贸易便利化的问题。报告认为货物在通关和跨境运输方面的延误和繁琐的手续要求增加了货物的流通成本，给政府、经营者和消费者带来不利影响。货物贸易便利化可以给政府和商界都带来直接的有形收益。对商界来说，加快货物流转和降低交易成本可以节省贸易商的时间和金钱，为企业带来实际收益。对政府部门来说，通过加强和改善管理，既可提高效率，亦可增加对外国投资者的吸引力。

商务委员会认同这个意见，并决定研究现时粤港在货物贸易中遇到的问题，通过咨询商界，了解问题和研究是否有改善方案，综合意见后向两地政府建议如何进一步促进两地货物贸易便利化。

在收集了各委员及香港各大商会的意见后，商务委员会综合了以下几方面的意见。

(1) 政策

研究报告与商界均认为要进一步推进粤港经济发展，内地政府应提高对外商政策的透明度，统一诠释政策执行细则，并设立具体问题处理机制。在草拟新政策时可多咨询商界的意见，而在推行新政策时，亦可尽早向港商宣传和解释有关政策，让他们有更多时间准备。

Study and work progress

In studying trade facilitation between Hong Kong and Guangdong, the Business Council has made reference to a research on the subject conducted by a Mainland research centre². The report examined the barriers to trade facilitation between Hong Kong and the Mainland at macro and meso levels.

One chapter of the report discussed issues pertaining to facilitation of trade in goods. It pointed out that delay and the complicated procedures involved in cargo clearance and cross-boundary transport unduly increased the distribution cost of goods. This adversely affected the government, business operators and consumers. Facilitation of trade in goods could bring about direct and tangible benefits. To the business sector, it could bring real profits to enterprises by lowering the transaction cost and helping traders save time and money through faster cargo flow and reduced cost. To the government, better management could enhance efficiency and attract more foreign investors.

The Business Council shared this view and decided to study the existing problems encountered by Hong Kong and Guangdong in trade in goods. Views of the business sector were collected to gain a better understanding of their problems and work out improvement measures. Based on the consolidated views, recommendations would be made to both governments to further facilitate trade in goods.

The views of Council members and major chambers of commerce were consolidated as follows:

(1) Policies

Both the report and the business sector opined that to further promote the economic development of Hong Kong and Guangdong, the Mainland authorities should enhance the transparency of the policies governing inbound investment, standardise the interpretation of the fine points of the policies and establish a mechanism to address specific implementation problems. They should be more ready to consult the business sector during policy formulation, and conduct publicity drive and briefings for Hong Kong businessmen before implementation of new policies to allow them more time to make necessary preparations.

2. 国家发展和改革委员会宏观经济课题组于2003年展开了一项重点课题研究，并在同年12月发表「香港内地经济合作：贸易便利化问题研究」报告。

2. Research conducted by the macroeconomic research team under the National Development and Reform Commission in 2003 and the report entitled "Economic Cooperation between Hong Kong and the Mainland: A Study of Trade Facilitation" was published in December 2003.



(2) 有关口岸及通关问题

研究报告提出内地海关、边检、卫检、动植物检验、交通、运输等分属国家各部门，常在同一区域产生矛盾，地方政府和口岸办难以协调处理。此外，口岸查验部门多，业务交叉，手续繁复，重复收费。商务委员会赞同研究报告的建议，认为有关部门应加强直接交流与沟通。

同时，商务委员会亦了解现时发货人必须分别与不同的部门完成相关的通关程序，而贸易商亦必须向各个不同部门提供单据。如果讯息数据可在不同部门互通，可为贸易商省却不少重复申报的成本及时间延误。

在口岸运作方面，商务委员会建议内地政府尽量统一各个口岸部门的工作时间，令货运行业较容易安排货运，免致延误过关。商务委员会亦建议内地有关部门向货运行业广泛宣传口岸部门的工作时间。

此外，商务委员会希望粤港两地政府可以不时检讨口岸海关及边防检查的服务是否足以应付日益增长的人流及货流，并在有需要时增加检查关卡的数目。

(2) Control points and clearance

The report pointed out that customs, immigration, health inspection, animal and plant quarantine, traffic and transport in the Mainland were under the jurisdiction of different departments. This might give rise to operational problems within the same control point, which could not be readily sorted out even jointly by local governments and control point authorities. Furthermore, the control point operation was overseen by a number of inspection agencies and their jurisdiction overlapped. Other problems included complicated clearance procedures and double charges. The Business Council supported the recommendation of the report that direct exchange and communication should be strengthened among these departments and agencies.

The Business Council also noted that the existing practice requires the consignors and traders to approach different departments for clearance and filing of relevant documents. If information furnished by the consignors and traders could be shared among these departments, it could avoid duplication and save trading firms' cost and time significantly.

On the operation of control points, the Business Council proposed that the Mainland authorities should standardise as far as practicable the working hours for different departments at the control points to ensure smooth clearance of goods. Relevant Mainland departments should also mount extensive publicity on their working hours to the freight industry.

The Business Council also hoped that both governments could review from time to time whether the customs and inspection services can cope with the ever-growing people and cargo flows at control points and provide additional inspection kiosks as appropriate.

(3) 运输

研究报告指出，香港与内地对车辆采用不同的检查制度和要求，过关车辆须符合两种不同的审查标准，为过关车辆造成不必要的阻碍。

商务委员会得悉，自2005年1月1日起，香港与内地共同使用统一格式的《内地海关及香港海关陆路进/出境载货清单》，同时中国海关亦正式公布进出境运输车辆的拖头、拖架和集装箱不再需要“捆绑”运输。委员会相信这项安排可增加货运的灵活度及货柜车的运转次数，减低成本。

为了进一步增加运输业的灵活度，商务委员会希望内地政府可以放宽「一车一司机」的规限，准许运输公司事先选定一批司机，并将该批司机的资料向内地当局登记，让运输公司可以自由选择安排司机载货过关。

(4) 电子商务

研究报告建议加强两地货物贸易电子商务与互联网的应用。内地应加快出口导向型企业的计算机化以及网络建设，以便为电子商务建立良好的基础设施，并与香港方面对接。

(5) 检验认证问题

商界建议统一内地与香港两地产品标准。内地检验认证标准可参照或采纳一些国际认可的标准，以达致简化要求和方便厂商。同时在内地与香港指定一批测验认证机构，其认证在内地与香港互相认可。

未来工作

商务委员会已把有关的意见及建议向粤港政府反映，并与有关部门继续跟进，以便进一步促进粤港货物贸易便利化。

(3) Transport

The report pointed out that different systems and requirements of vehicle inspection in Hong Kong and the Mainland had unnecessarily hindered cross-boundary traffic.

The Business Council was pleased to note that the Unified Road Cargo Manifest was introduced by Hong Kong and the Mainland on 1 January 2005, and that the Mainland Customs had formally announced the abolition of the requirement of “tying up” the truck, the trailer and the container as a unit for customs clearance. The Business Council believed that such an arrangement could give more flexibility to the transport industry and allow more cross-boundary trips to lower their operating cost.

To add more flexibility to the transport industry, the Business Council proposed that the Mainland authorities should relax the “one-truck-one-driver” rule. Carrier companies should be allowed to register the particulars of a pool of designated drivers with the Mainland authorities in advance, and be given a free hand to assign cross-boundary trips to any driver on the list.

(4) E-commerce

The report recommended promoting the application of e-commerce and Internet to trade in goods between Hong Kong and the Mainland. Export-oriented enterprises in the Mainland should speed up computerisation and network development to lay a solid foundation for e-commerce and to achieve alignment with the facilities in Hong Kong.

(5) Product inspection and certification

The business sector proposed the harmonisation of product standards in Hong Kong and the Mainland. Mainland authorities might simplify the relevant procedures and facilitate manufacturers by making reference to or adopting internationally recognized standards for product inspection and certification. A number of certification bodies might also be designated in both places to facilitate mutual recognition.

Future plan

The Business Council has relayed the relevant views and recommendations to the HKSAR and Guangdong governments, and has been following up on the issues with the relevant departments with a view to further facilitating trade in goods between the two places.