

工作小组報告 Reports of the Sub-groups

跨境人流物流工作小组 Cross-boundary Passenger and Cargo Flow Sub-group

工作目标及范围

小组的工作是就促进粤港澳两地人流、货流通关具体措施提出改善建议，目的是提升大珠三角作为一个经济体的整体营商效率。

工作进度及意见

小组曾讨论的议题包括加强内地海关报关运作的灵活性、广东省内陆车检场作业模式、“一地两检”及“检入不检出”方案、发展莲塘口岸和改善陆路整体通关效率等。

去年小组的工作集中两方面：

1. 提升货运跨境过关的效率：

- i. 小组提出多项建议，短期措施包括简化货车报关程序、海关取消午饭及晚饭停关的安排、以及落实执行并加大宣传已经放宽的“四上四落”规定。商界也支持这些建议，亦透过工业总会渠道，向广东省领导提出，并得到他们正面回应，表示会就建议进行可行性研究。
- ii. 小组也讨论了一些中/长期措施的建议，包括实行“一地两检”、“检入不检出”、开办跨境直升机载客服务，和改变控制跨境私家车流量的方式。小组将就这些建议搜集更多资料，再决定跟进的先后次序。

Objective and Scope of Work

To advise on measures to improve clearance arrangements for smoother passenger and cargo flows between Hong Kong and Guangdong, with a view to enhancing the overall efficiency in business operation of the GPRD as an economic entity.

Work Plan and Suggestions

The Sub-group had discussed a wide range of issues including more flexible declaration procedures at the Mainland customs, the operation mode of inland vehicle examination centres in Guangdong, the “co-location” and “arrival clearance only” customs arrangements, development of a new boundary crossing point at Liantang, and enhanced operational efficiency at land boundary crossings, etc.

Last year, the Sub-group focused its efforts on two areas:

1. Enhancing the efficiency of cross-boundary cargo clearance:

- i. the Sub-group put forth a number of proposals. Near-term measures include streamlining the declaration procedures for cargo trucks, removal of suspension of customs clearance during meal breaks, implementing the relaxed “four-up-four-down” rule and mounting a larger publicity drive on the relaxation. The proposals received support from the business community and were put forward to the Guangdong leadership through the Federation of Hong Kong Industries. The Guangdong side was positive towards the suggestions and indicated that feasibility studies on the proposed measures would be conducted.
- ii. the Sub-group also discussed some medium/long-term measures including implementation of the “co-location” and “arrival clearance only” customs arrangements, introduction of cross-boundary helicopter passenger services, and a new mode of control on the cross-boundary flow of private vehicles. The Sub-group would collect more information on these proposed measures before working out the priority for follow up actions.



2. 新增跨境口岸：

- i. 小组认为广东省东部持续发展，加上泛珠三角区域合作的展开，香港与粤东地区及福建、江西等地的联系将会增加。按照目前粤港两地人流、货流增长的趋势，现时三个跨境口岸，加上即将开通的深港西部通道，也未必能够应付未来的需求。因此，小组建议两地政府应及早筹划兴建新的跨境口岸，而选址以香港东面地区为佳。
- ii. 2005年10月，小组邀请了规划署讲解发展莲塘/香园围新口岸的研究和进展，并在今年2月底邀请了十多个行业商会的代表，听取他们的意见。会上，大部分人士都认为香港应善用深圳的发展所提供的机遇，加强交通联系，对深港两地都有好处。虽然现时的交通流量未必很大，但规划的眼光要放远，才能应付长远需要。
- iii. 小组很高兴特区政府积极研究这个建议。在去年九月政务司司长许仕仁与深圳许宗衡市长举行的深港合作会议上，双方同意成立联合研究小组，探讨相关问题，包括分析跨境交通流量、和新口岸对各方面的影响。我们希望两地政府能尽快就具体的计划和时间表达成共识。

2. Developing new boundary crossing point:

- i. the Sub-group considered that continuous development in eastern Guangdong and progress in Pan-PRD regional cooperation would lead to closer interaction between Hong Kong and eastern Guangdong, Fujian and Jiangxi. The existing three boundary crossing points, coupled with the Hong Kong-Shenzhen Western Corridor to be commissioned, might not be able to cope with the anticipated demands arising from the projected growth in traffic. The Sub-group therefore proposed that the two governments should make early planning for a new boundary crossing point, preferably on the eastern side of Hong Kong.
- ii. At its meeting in October 2005, the Planning Department briefed the Sub-group on the study and progress of developing a new boundary crossing point at Liantang/Heung Yuen Wai. The Sub-group convened another meeting in late February 2006 to gauge views from representatives of more than 10 trade associations. Most of them agreed that Hong Kong should capture the opportunities arising from the development of Shenzhen and strengthen transport connection. This would be a win-win solution. Even though the current traffic flow might not be that large, planning should be made with long-term demand in mind.
- iii. The Sub-group was pleased to note that the HKSAR Government had been actively studying the above proposal. At a meeting to discuss Hong Kong/Shenzhen cooperation held in September 2005, the Chief Secretary for Administration, Mr Rafael Hui and the Mayor of Shenzhen, Mr Xu Zongheng agreed to set up a joint study group to examine relevant issues such as to analyse the cross-boundary traffic flow and various implications of the proposed boundary crossing points. It was hoped that a consensus could be reached between the two governments as soon as possible on the concrete plan and implementation schedule for the project.

未来工作

工作小组将继续与粤港两地政府的相关部门，就已提出的建议进行商讨，例如深港西部通道开通后的过境安排，包括跨境车辆的安排、接驳交通、人货通关安排等事项。此外，小组也会开展新的研究课题。

结语

珠三角地区工贸活动近年持续高速发展，粤港两地经贸关系愈来愈密切，深港跨境运输也日趋繁忙，要加快大珠三角地区的经济融合、强化这个地区的竞争力，必须尽快提升深港跨境人流和物流的效率，以确保大珠三角经济能够持续发展，进一步巩固其作为“世界工厂”的地位。小组期望粤港政府共同致力发展大珠三角地区基础建设，简化通关程序和改善口岸设施，好让大珠三角地区充分发挥对国家经济发展的作用。

Future Work

The Sub-group would continue to work with the relevant HKSAR and Guangdong authorities on the above proposals. Among others, it would deliberate on the cross-boundary measures to be introduced upon the commissioning of Hong Kong-Shenzhen Western Corridor, including the arrangements concerning cross-boundary vehicles, feeder transport service, as well as passenger and cargo clearances. In addition, the Sub-group would embark on study of new topics.

Conclusion

The PRD has witnessed sustained rapid growth in industry and commerce in recent years. This, coupled with closer economic and trade tie between Hong Kong and Guangdong, has resulted in an increasingly heavy cross-boundary traffic flow between Hong Kong and Shenzhen. To expedite economic integration in GPRD and enhance the competitiveness of the whole region, it is important to improve the efficiency of passenger and cargo flows between Hong Kong and Shenzhen with a view to maintaining sustained economic growth in the GPRD and further consolidating its position as a "world factory". The Sub-group hoped that the HKSAR Government would work in collaboration with the Guangdong Government on infrastructure development in the GPRD, streamlining clearance procedures and improving control point facilities, hence setting the stage for the GPRD to function fully as a powerhouse for the economic development of the Mainland.