

# 工作小组报告

## REPORTS OF THE SUB-GROUPS





### 工作目标及范围

小组的工作关注粤港两地在改善人流和货流方面的合作和进展，并着眼跨境硬件和软件的配合，目的是提升大珠三角地区作为一个经济体的整体营商效率，促进区内发展更上楼层。

### 工作小组在2008年至2010年度主要关注的议题：

#### 1. 新口岸的使用情况

经过实地视察及与业界沟通，工作小组建议在福田口岸(深圳方面)加强接驳交通设施，包括小汽车/计程车/旅游巴士等上落客地点，以及在口岸附近兴建长途车站，引入长途客运服务，以便吸引更多过境旅客使用这个口岸，以达到各个口岸成功分流。

在深圳湾口岸方面，工作小组建议深港两地有关部门加强宣传，尤其是向运输界及货主解释及推广深圳湾口岸的现代化运作程序。

### Objective and Scope of Work

This Sub-group follows closely the situation and progress of Hong Kong and Guangdong cooperation in improving cross-border passenger and cargo flows, examining particularly the coordination between cross-boundary hardware and software. Its objective is to enhance the overall efficiency in business operation of the Greater Pearl River Delta (GPRD) region as an economic entity and set the scene for further developments within the region.

### Major Issues of Concern of the Sub-group during 2008-2010

#### I. Utilisation of New Boundary Control Points

After site visits and communication with relevant sectors, the Sub-group has recommended provision of more connecting public transport facilities at Futian Port (Shenzhen side), including loading/unloading points for private cars/taxis/coaches, long-haul stations near the port, and introduction of long-haul passenger services. The aim is to attract more cross-boundary passengers to use the Futian port, achieving balanced distribution of flows among different boundary control points.

As regards Shenzhen Bay Port, the Sub-group recommended that the relevant authorities of Hong Kong and Shenzhen should step up publicity. In particular, the modern operational procedures of Shenzhen Bay Port should be explained and promoted to the transport sector and consignors.



### 2. 多项大型跨境交通基建工程进展

小组认为兴建广深港高速铁路，不但可以让香港和广东省有紧密连结，更可以透过国家兴建中的高速铁路网络与内地主要城市连系，希望高铁香港段总站能设置一站式边检服务。

至于港深西部快速轨道（前称机场轨道联络线），小组期望有关铁路将规划多功能铁路，支援两地机场、前海及新界西北的发展。至于港珠澳大桥，则有助推动珠江三角洲西岸地区社会经济发展和完善地区交通网络。在跨境车辆管制方面，小组建议尽快推出「私家车一次性特别配额」试验计划，为香港和珠三角地区更大融合作好准备。

### 3. 快捷e-道试验计划

小组认为跨境基建的效能必须有完善的软件配合，才能发挥最大的效益。因此，小组向入境处了解罗湖管制站在2009年3月推出快捷e-道试验计划的实施情况。

据入境处官员介绍，香港出入境旅客的人数在过往几年大幅攀升，2008



### II. Progress of Major Infrastructure Projects for Cross-boundary Traffic

The Sub-group is of the view that the construction of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) will not only forge a close link between Hong Kong and Guangdong, it will also connect Hong Kong with the major cities in the Mainland through its high-speed railway network under construction. It is hoped that one-stop customs clearance services can be provided at the border checkpoint at the terminus of the Hong Kong section of the XRL.


As for Hong Kong-Shenzhen Western Express Line (previously known as the Hong Kong-Shenzhen Airport Rail Link), the Sub-group hopes that the rail line to be planned as a multi-purpose rail connection which supports the development of the two airports, Qianhai and North West New Territories. The Hong Kong-Zhuhai-Macao Bridge will facilitate the socio-economic developments of the Western Pearl River Delta, optimising the regional transport network. For cross-boundary vehicle control, the Sub-group has recommended the early implementation of a pilot “ad hoc quotas” scheme for private cars as a trial for paving the way for greater integration between Hong Kong and PRD.

### III. Pilot Scheme on Express e-Channel

The Sub-group considers that the cross-boundary infrastructure must have the support of well-developed software in order to achieve best efficiency. With this in mind, the Sub-group has approached the Immigration Department (ImmD) to seek an understanding of the implementation of the pilot scheme on Express e-Channel in the Lo Wu Control Point since March 2009.

According to ImmD information, there has been tremendous increase in passenger throughput in the past few years, with the 2008 figure exceeding 220 million. The pilot scheme on Express e-Channel was therefore launched with a view to enhancing efficiency of self-serviced clearance, speeding up clearance process as well as reducing waiting time for passengers. ImmD will review the pilot scheme and





年全年的数字超过二亿二千万人次。快捷e-道试验计划是为提升自助过关效率、加快人流的处理和减少旅客等候时间。入境处将检讨试验计划，小组会继续跟进有关检讨结果。

小组初步认为快捷e-道计划有助于提高香港居民出入口岸的通关效率，值得在其他管制站推展。为增加整体e-道的灵活性以及效率，小组建议将各种类e-道合并成多用途e-道，并推展至更多访客类别。

## 总结

小组认为改善跨境人流物流效率主要在硬件和软件两方面下工夫。硬件方面，大珠三角的交通物流基建规划在过去几年已经颇为全面，并且大部分规划已经落实开始动工。然而，要能够实现区内人流物流畅通无阻障的关键在于跨境通关的方便和效率，换言之，口岸和交通基建管理的软件必须配合硬件的提升。本着中央、广东及香港各方都得益的大前提下，小组提出以下几点建议：

1. 由于港人或广东省居民即日往来两地的人流大幅增加，建议尽快增加24小时开通的口岸数目；
2. 建议建立「一站式」边检服务，旅客和货车只需通过一个关口，香港与内地进出境及海关部门在同一地点一起进行各自的检查。
3. 建议随着通道容量的增加而逐步放宽跨境车牌发放制度，最终至完全取消限制。建议两地政府认真考虑试行短期配额跨界车牌或「通车证」，引入「通车证」配额计划，旅客预购「通车证」，以一次性的形式，让有关车辆往返两地。

the Sub-group will follow-up on the findings.

Initially, the Sub-group considers that the pilot scheme on Express e-Channel can enhance clearance efficiency at the border crossings and should therefore be extended to other control points. To strengthen the overall flexibility and efficiency of the e-Channels, the Sub-group has recommended that the different categories of e-Channels should be merged into one multi-purpose e-Channel to be made available for use by more categories of passengers.

## Conclusion

The Sub-group thinks that more should be done in both hardware and software infrastructure in order to enhance the efficiency of cross-boundary passenger and cargo flows. Hardware wise, the planning in transport and logistics infrastructure in GPRD undertaken in the past few years has been fairly comprehensive, and construction work for most of the plans have commenced. That said, the key to achieving free flow of passenger and cargo in the region still lies in the convenience and efficiency of cross-boundary clearance. In other words, the software elements in the management of border control points and transport infrastructure must catch up with the enhanced hardware. Under the premise of multiple wins for the Central Government, Guangdong and Hong Kong, the Sub-group put forward the following recommendations:

1. In view of the surge of cross-boundary day-trippers in both Hong Kong and Guangdong, the authorities of both places should increase the number of 24-hour border crossings as soon as possible.
2. "One-stop" customs clearance services at the border should be provided so that cross-boundary passengers and vehicles can undergo customs clearance in the same place where the customs services of both Hong Kong and the Mainland are co-located.
3. In view of growing capacity of the border crossing points, the authorities concerned should gradually relax the licensing restrictions for cross-boundary vehicles until all licensing restrictions are ultimately removed. The authorities of both places should seriously consider piloting a quota system for short-term licences or "vehicle passes" for cross-boundary vehicles, under which drivers who have bought a "vehicle pass" will be allowed to make two-way entry/exit on a one-off basis.