









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，要能够实现区内人物流畅通无阻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.