

# 工作小組報告

## *Reports of the Sub-groups*





# 跨界基建規劃工作小組

## Cross-boundary Infrastructure Planning Sub-group

### 工作目標及範圍

工作小組的目標是研究可以加快港、粵兩地人流、貨流通關的具體措施，從而提升大珠三角作為一個經濟體的整體營商效率。

### 工作進度及意見

小組曾討論議題包括改善深港邊境口岸人流過關效率、放寬貨櫃車「四上四落」的限制、檢討跨界客車的發牌制度、推動利用「射頻識別技術」加快貨物通關等。

經討論後，小組將工作集中於兩項具體建議，並已和港、粵兩地政府作出商討。

#### (1) 沙頭角及文錦渡口岸分階段延長運作時間

小組建議香港特區及深圳市政府將沙頭角及文錦渡口岸每天的運作時間分別從現行的晚上八時及十時延長至午夜十二時，以方便日益增長的跨界人流、貨流；但考慮到兩地政府需要增加及調動人手加以配合，小組提出按以下三階段逐步實施有關的建議：

1. 沙頭角口岸先延長運作時間兩小時至晚上十時；

### Objective of the Sub-group

To identify specific measures to speed up passenger and cargo clearance between Hong Kong and Guangdong with a view to enhancing the overall operating efficiency of the GPRD as an economic entity.

### Work plan and progress

The Sub-group had discussed a wide range of issues including measures to improve passenger clearance at control points between Shenzhen and Hong Kong, relaxation of the “four-up-four-down” rule for container trucks, review of the licencing system of cross-boundary passenger vehicles, and wider use of Radio Frequency Identification (RFID) to speed up cargo clearance.

Based on their discussions, the Sub-group came up with two concrete proposals and raised them with HKSAR and Guangdong governments.

#### (1) Extension of Operating Hours of Sha Tau Kok (STK) and Man Kam To (MKT) Control Points on a Progressive Basis

To meet the ever-growing people and cargo flows, the Sub-group proposed that both HKSAR and Shenzhen governments extend the daily operating hours of STK and MKT Control Points to midnight from 8:00 p.m. and 10:00 p.m. respectively. The Sub-group also put forward the view that the proposal be rolled out in the following three stages, having regard to the additional manpower and staff deployment involved:

1. Extending the operating hours of STK Control Point for two hours to 10:00 p.m.;



2. 晚上十時後，容許持有沙頭角及文錦渡「封閉道路許可通行證」的私家車經落馬洲—皇崗口岸過關；
3. 沙頭角及文錦渡口岸同時延長運作時間至午夜十二時。

小組亦同意向兩地政府建議，中、長期而言，應考慮擴建沙頭角口岸，並發展至全日二十四小時通關，以應付粵東地區的發展。

對於延長沙頭角及文錦渡口岸的運作時間，廣東省方面初步認為，如果港、粵兩地社會認定有此需要，廣東省政府會研究作出相應調整。但是，由於建議涉及口岸人員的配置及設施的改造，須由粵港兩地政府進一步詳細研究如何配合運作。

另一方面，香港特區政府從2003年10月8日起，實施了一項試驗計劃，容許獲發該兩個管制站的「封閉道路通行許可證」的私家車在午夜12時至翌日早上6時30分經由落馬洲管制站過境。政府表示會研究可否進一步放寬這項試驗計劃。

## **(2) 「商務旅遊證」**

小組建議向中央政府提出，以廣東省作為試點，向合資格的持外國護照商人簽發「商務旅遊證」，並設立特別出入境通道，便利他們往來香港及廣東營商。根據小組的構思，該「商務旅遊證」的申請及審批准則，應以「亞太經合組織商務旅遊證」為藍本，並加以適當修改，以符合國家對入境旅客的管理，但卻不應附加太多限制條件。小組建議，持有「商務旅遊證」的外國商人，其進出內地的手續及運作，應與「亞太經合組織商務旅遊證」持有人大致相同。

2. Allowing private cars with Closed Road Permits of STK/MKT Control Point to cross the boundary through Lok Ma Chau/Huanggang (LMC/HG) Control Point after 10:00 p.m.; and
3. Extending the operating hours of both STK and MKT Control Points to midnight.

In the medium and longer term, the Sub-group had arrived at the view that both governments should consider carrying out extension work and implementing 24-hour operation at STK Control Point to keep pace with the development of eastern Guangdong.

In its initial response, the Guangdong side stated that necessary adjustments would be considered subject to the needs of Hong Kong and Guangdong. However, as this would entail staff deployment and facility modifications, further deliberations and coordination by both governments were required.

Meanwhile, the HKSAR Government had launched a pilot scheme on 8 October 2003 to allow private cars with Closed Road Permits of the two control points to use LMC Control Point between midnight and 6:30 a.m. The government indicated that they would see whether the scheme could be further extended.

## **(2) Business Travel Card**

The Sub-group put forward the proposal that the Central Government consider introducing a pilot scheme in Guangdong in which business travel cards would be issued and special lanes be designated for eligible businessmen holding foreign passports to facilitate business travel between Hong Kong and Guangdong. The Sub-group held the view that the application and approval criteria of the business travel card, if introduced, could be modelled on the APEC Card with necessary modifications for the control of inbound travellers in line with the established practice in the Mainland. Excessive restrictions should be avoided. It was also proposed that foreign businessmen holding the business travel card would enjoy similar treatment as APEC Card holders when travelling to the Mainland.





廣東省方面指出，涉及中央政府向外國人簽發進出境證件，現時沒有先例可援，但他們會把建議向中央有關部門反映，同時，亦會研究合適的措施，盡快提升外國人進出粵、港兩地口岸的效率。

### (3) 其他事項

工作小組亦於2005年3月8日與廣東省有關部門會面，除了跟進上述兩項建議外，還就開展粵港兩地直昇機服務、深港西部通道通車後「一地兩檢」的運作安排、以及興建「東部通道」以加強粵東與香港的交通連繫，與粵方交換了意見。

與會各方都認同改善兩地的通關流程，可以減省企業的成本，有利提升大珠三角區域的整體競爭力及經濟效益。粵方表示，會考慮工作小組提出的意見。此外，粵方指出，他們用「以人為本」的理念，一直以來不斷進行改革，同時會採用新的管理模式及科技設施，使跨境通關更方便。對此，工作小組感到鼓勵。

The Guangdong side pointed out that there was no precedent for the Central Government to issue such a travelling document to foreigners, but they would forward the proposal to the central authorities concerned for consideration. They would also explore appropriate measures to speed up immigration clearance for foreigners commuting between Hong Kong and Guangdong as soon as practicable.

### (3) Other issues

On 8 March 2005, the Sub-group held a meeting with the relevant Guangdong authorities to follow up on the two proposals and exchange views on the commencement of cross-boundary helicopter service, the “co-location” arrangements after the commissioning of the Hong Kong-Shenzhen Western Corridor, and the development of an “eastern corridor” to strengthen the transport link between Hong Kong and eastern Guangdong.

The meeting agreed that smoother clearance arrangements would lower the operating costs for enterprises, thereby enhancing the overall competitiveness and economic efficiency of the GPRD region. The Guangdong side undertook to consider the Sub-group's proposals. The Sub-group was pleased to learn that the Guangdong side, with travellers' interest in mind, had been taking actions to facilitate clearance at control points, and that new management systems and technological facilities would be put in place to give greater convenience to cross-boundary travellers.

## 未來工作

工作小組將會與粵、港兩地政府的相關部門，就已提出的建議繼續商討，並會開展新的研究課題，其中包括加強運用電子報關以提升通關效率、統一內地口岸各部門的運作時間及減少跨境客車的通關限制等。

## 結語

粵港兩地經貿關係密不可分，要進一步提升大珠三角地區的競爭力，改善跨境人流物流效率是其中之先決條件。由於各種因素，包括可擴展用地空間、跨境交通量升幅大且急等，我們都理解改善跨境基建並非一蹴而就的工作。然而，我們深信，粵港兩地經濟互惠互利，信念一致，當可加快完善跨境通關設施和政策，以進一步促進兩地的經

## Future plan

The Sub-group will continue to work with the relevant HKSAR and Guangdong authorities on the above proposals and embark on study on other new topics, including the wider application of electronic submission of manifests to enhance clearance efficiency, standardisation of the operating hours of various departments at inland control points and relaxation of clearance restrictions for cross-boundary passenger vehicles.

## Conclusion

Hong Kong and Guangdong are integrated inextricably in their economic and trade activities. One of the prerequisites of further enhancing the competitiveness of the GPRD region is to improve the efficiency of cross-boundary passenger and cargo flows. We appreciate that improvements to cross-boundary infrastructure cannot be achieved overnight owing to multi-faceted factors such as the availability of land for expansion and the rapid surge of cross-boundary traffic volume. Nevertheless, we firmly believe that Hong Kong and Guangdong, based