

工作小組報告

Reports of the Sub-groups



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跨境人流物流工作小組

Cross-boundary Passenger and Cargo Flow Sub-group

工作目標及範圍

小組的工作是就促進粵港兩地人流、貨流通關具體措施提出改善建議，目的是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

小組曾討論的議題包括加強內地海關報關運作的靈活性、廣東省內陸車檢場作業模式、“一地兩檢”及“檢入不檢出”方案、發展蓮塘口岸和改善陸路整體通關效率等。

去年小組的工作集中兩方面：

1. 提升貨運跨境過關的效率：

- i. 小組提出多項建議，短期措施包括簡化貨車報關程序、海關取消午飯及晚飯停關的安排、以及落實執行並加大宣傳已經放寬的“四上四落”規定。商界也支持這些建議，亦透過工業總會渠道，向廣東省領導提出，並得到他們正面回應，表示會就建議進行可行性研究。
- ii. 小組也討論了一些中/長期措施的建議，包括實行“一地兩檢”、“檢入不檢出”、開辦跨境直升機載客服務，和改變控制跨境私家車流量的方式。小組將就這些建議搜集更多資料，再決定跟進的先後次序。

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. 小組認為廣東省東部持續發展，加上泛珠三角區域合作的展開，香港與粵東地區及福建、江西等地的聯繫將會增加。按照目前粵港兩地人流、貨流增長的趨勢，現時三個跨境口岸，加上即將開通的深港西部通道，也未必能夠應付未來的需求。因此，小組建議兩地政府應及早籌劃興建新的跨境口岸，而選址以香港東面地區為佳。
- ii. 2005年10月，小組邀請了規劃署講解發展蓮塘/香園圍新口岸的研究和進展，並在今年2月底邀請了十多個行業商會的代表，聽取他們的意見。會上，大部分人士都認為香港應善用深圳的發展所提供的機遇，加強交通聯繫，對深港兩地都有好處。雖然現時的交通流量未必很大，但規劃的眼光要放遠，才能應付長遠需要。
- iii. 小組很高興特區政府積極研究這個建議。在去年九月政務司司長許仕仁與深圳許宗衡市長舉行的深港合作會議上，雙方同意成立聯合研究小組，探討相關問題，包括分析跨境交通流量、和新口岸對各方面的影響。我們希望兩地政府能盡快就具體的計劃和時間表達成共識。

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.

未來工作

工作小組將繼續與粵港兩地政府的相關部門，就已提出的建議進行商討，例如深港西部通道開通後的過境安排，包括跨境車輛的安排、接駁交通、人貨通關安排等事項。此外，小組也會開展新的研究課題。

結語

珠三角地區工貿活動近年持續高速發展，粵港兩地經貿關係愈來愈密切，深港跨境運輸也日趨繁忙，要加快大珠三角地區的經濟融合、強化這個地區的競爭力，必須盡快提升深港跨境人流和物流的效率，以確保大珠三角經濟能夠持續發展，進一步鞏固其作為“世界工廠”的地位。小組期望粵港政府共同致力發展大珠三角地區基礎建設，簡化通關程序和改善口岸設施，好讓大珠三角地區充分發揮對國家經濟發展的作用。

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.

