



# 工作小組報告

## Reports of the Sub-groups

## 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。

## 工作小組去年討論的議題

### 1. 使用深港西部通道的安排

有見於深港西部通道將於2007年中開通，工作小組與香港特區政府有關政策局和部門會面，了解深港西部通道在深圳和香港兩方的接駁道路，以及深圳灣新口岸的通關安排，並希望准許現時持有沙頭角和文錦渡口岸「封閉道路通行證」的車輛使用深港西部通道。

工作小組也建議入境處考慮為經常往返內地的持外國護照商人提供便利通關，例如使用自助過關通道。

## Objective and Scope of Work

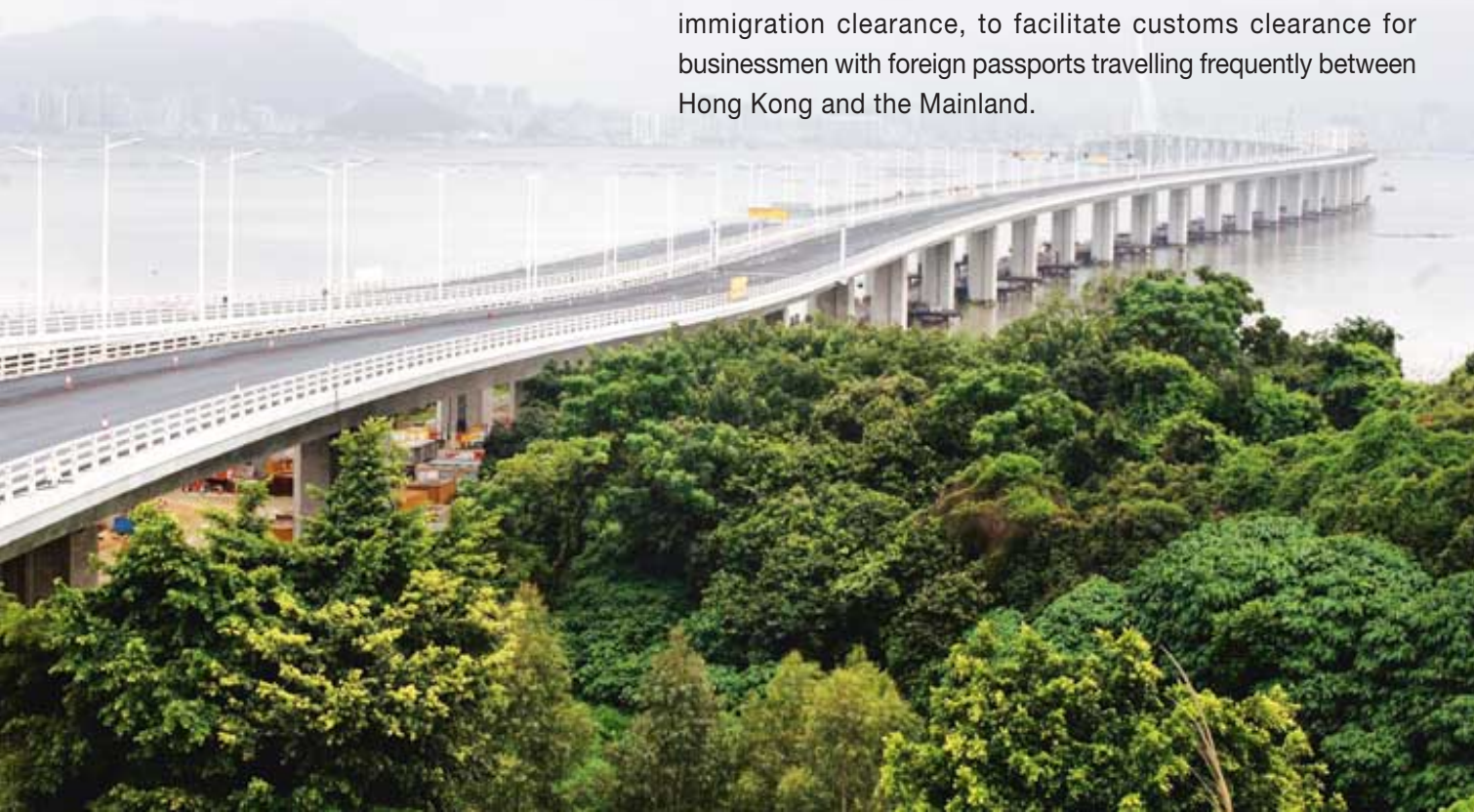
To advise on measures to improve clearance arrangements for smoother passenger and cargo flows between Hong Kong and Guangdong, with a view to enhancing the overall efficiency in business operation of the GPRD as an economic entity.

## Issues Covered by the Sub-group during the Year

### 1. Arrangements on the use of the Hong Kong-Shenzhen Western Corridor:

In view of the commissioning of the Hong Kong-Shenzhen Western Corridor in mid-2007, the Sub-group met with the relevant bureaux and departments of the HKSAR Government to obtain an idea about the feeder roads in Shenzhen and Hong Kong connecting to the Corridor and the customs clearance arrangements of the new control point at Shenzhen Bay. The Sub-group also expressed its view that vehicles with Closed Road Permits of the Sha Tau Kok and Man Kam To Control Points should be allowed to use the Corridor.

In addition, the Sub-group proposed the Immigration Department to consider introducing measures, such as self-service immigration clearance, to facilitate customs clearance for businessmen with foreign passports travelling frequently between Hong Kong and the Mainland.



## 2. 落馬洲口岸汽車過關情況

由於過境私家車數目有很大增長，工作小組建議於陸路口岸增設「沒有載客」車輛專用通道，以及簡化入境處及海關檢查的安排。

## 3. 旅客簽證問題

工作小組也就持澳門通行證的內地旅客不能順道來港一事提出建議，希望有關當局能取消限制；而那些持「指定起落點」機票前往內地的旅客，如欲順道來港，必須申請多程出入中國的簽證，費用為單程簽證的兩倍。工作小組建議多程簽證費用可減低，以鼓勵更多旅客順道來港。

## 2. Vehicle clearance at the Lok Ma Chau Control Point

The Sub-group suggested assigning dedicated corridors at land boundary crossings for vehicles with no passengers and streamlining immigration and customs clearance, having regard to the substantial growth in the cross-boundary private vehicle flow.

## 3. Visa related issues

The Sub-group also made a proposal for removing the restrictions on Mainland residents visiting Macao with a "Macao only" permit prohibiting them from visiting Hong Kong on the same trip. In addition, overseas visitors who used "point-to-point" tickets to travel into the Mainland were required to apply for a multiple-entry visa if they wanted to visit Hong Kong as part of their China trip, and the fee was double that of a single entry visa. The Sub-group therefore proposed a reduction in the fee of multiple-entry visa in order to encourage more overseas visitors to the Mainland to make a side trip to Hong Kong.



## 其他工作

工作小組去年5月約見了廣東省外經貿廳副廳長兼口岸辦公室主任招玉芳，向她提出了一些增進跨境人流貨流效率的具體建議，包括粵港兩地政府考慮在各個口岸逐步全面實施「一地兩檢」、容許跨境直昇機載客服務、和以「跨境過路費」取代發牌控制跨境車輛流量。此外，工作小組也建議現時24小時開放的皇崗口岸，在晚上10時至凌晨2時期間，因應貨車流量開放更多通道，紓緩這時段的擠塞情況。

工作小組於去年5月與粵港城市規劃及發展專責小組的「大珠江三角洲城鎮群協調發展規劃研究」小組會面，就研究範圍和探討課題提出了意見。

## 未來工作重點

工作小組將繼續關注跨境人流貨流效率事宜，例如深港西部通道於今年7月開通時的過境安排和接駁交通情況。

## 結語

粵港兩地經貿關係愈來愈密切，加上內地更多城市容許內地居民以「個人遊」來港旅遊，深港跨境人流貨流肯定愈來愈繁忙，必須盡快提升通關效率，加開深港口岸，以配合所需。粵港政府合作，共同向中央政府爭取簡化和完善口岸進出境政策，並致力發展通關基建，將可強化大珠三角地區的競爭力，維持地區繁榮增長。

## Other Work

In May 2006, the Sub-group met with Ms Zhao Yufang, Deputy Director-General of the Department of Foreign Trade and Economic Cooperation of Guangdong Province and Director General of the Port Administration Office of Guangdong Province. At the meeting, the Sub-group put forward a number of concrete proposals for enhancing the efficiency of cross-boundary passenger and cargo flow, including full implementation of co-location clearance progressively at all boundary control points for the HKSAR and Guangdong Governments' consideration; introduction of cross-boundary passenger helicopter service; and replacing the existing licensing arrangements with a "cross-boundary toll" to control cross-boundary traffic. The Sub-group also proposed that additional customs clearance lanes be opened at the 24-hour Huanggang Control Point between 10 pm to 2 am to accommodate truck traffic and relieve congestion during that period of time.

In May 2006, the Sub-group met with the study group on "Coordination and Development Plan of the Greater Pearl River Delta City Cluster", set up under the Expert Group on Hong Kong/Guangdong Town Planning and Development, and put forward its views on the scope of the study and the issues to be covered.

## Future Work Focus

The Sub-group would continue to keep a close watch on cross-boundary passenger and cargo flow, e.g., the cross-boundary measures and the operation of feeder transport service upon the commissioning of the Hong Kong-Shenzhen Western Corridor in July this year.

## Conclusion

With the closer economic and trade relations between Hong Kong and Guangdong, and the introduction of more Mainland cities of which residents are allowed to visit Hong Kong under the Individual Visit Scheme, the cross-boundary passenger and cargo traffic between Hong Kong and Shenzhen would be getting heavier. It is therefore important to enhance customs clearance efficiency and build additional boundary control points to meet the growing needs. Collaboration between the HKSAR and Guangdong Governments in lobbying for streamlined and comprehensive policies on cross-boundary clearance and their joint efforts in developing customs clearance infrastructure would enhance GPRD competitiveness and promote its prosperity and economic growth.