

# 工作小組報告

## REPORTS OF THE SUB-GROUPS





### 工作目標及範圍

小組的工作關注粵港兩地在改善人流和貨流方面的合作和進展，並著眼跨境硬件和軟件的配合，目的是提升大珠三角地區作為一個經濟體的整體營商效率，促進區內發展更上樓層。

### 工作小組在2008年至2010年度主要關注的議題：

#### 1. 新口岸的使用情況

經過實地視察及與業界溝通，工作小組建議在福田口岸(深圳方面)加強接駁交通設施，包括小汽車/計程車/旅遊巴士等上落客地點，以及在口岸附近興建長途車站，引入長途客運服務，以便吸引更多過境旅客使用這個口岸，以達到各個口岸成功分流。

在深圳灣口岸方面，工作小組建議深港兩地有關部門加強宣傳，尤其是向運輸界及貨主解釋及推廣深圳灣口岸的現代化運作程序。

### 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. 多項大型跨境交通基建工程進展

小組認為興建廣深港高速鐵路，不單可以讓香港和廣東省有緊密連結，更可以透過國家興建中的高速鐵路網絡與內地主要城市連繫，希望高鐵香港段總站能設置一站式邊檢服務。

至於港深西部快速軌道（前稱機場軌道聯絡線），小組期望有關鐵路將規劃多功能鐵路，支援兩地機場、前海及新界西北的發展。至於港珠澳大橋，則有助推動珠江三角洲西岸地區社會經濟發展和完善地區交通網絡。在跨境車輛管制方面，小組建議盡快推出「私家車一次性特別配額」試驗計劃，為香港和珠三角地區更大融合作好準備。

### 3. 快捷e-道試驗計劃

小組認為跨境基建的效能必須有完善的軟件配合，才能發揮最大的效益。因此，小組向入境處了解羅湖管制站在2009年3月推出快捷e-道試驗計劃的實施情況。

據入境處官員介紹，香港出入境旅客的人數在過往幾年大幅攀升，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





年全年的數字超過二億二千萬人次。快捷e-道試驗計劃是為提升自助過關效率、加快人流的處理和減少旅客輪候時間。入境處將檢討試驗計劃，小組會繼續跟進有關檢討結果。

小組初步認為快捷e-道計劃有助於提高香港居民出入口岸的通關效率，值得在其他管制站推展。為增加整體e-道的靈活性以及效率，小組建議將各種類e-道合併成多用途e-道，並推展至更多訪客類別。

## 總結

小組認為改善跨境人流物流效率主要在硬件和軟件兩方面下工夫。硬件方面，大珠三角的交通物流基建規劃在過去幾年已經頗為全面，並且大部分規劃已經落實開始動工。然而，要能夠實現區內人流物流暢通無阻障的關鍵在於跨境通關的方便和效率，換言之，口岸和交通基建管理的軟件必須配合硬件的提升。本著中央、廣東及香港各方都得益的大前提下，小組提出以下幾點建議：

1. 由於港人或廣東省居民即日往來兩地的人流大幅增加，建議盡快增加24小時開通的口岸數目；
2. 建議建立「一站式」邊檢服務，旅客和貨車只需通過一個關口，香港與內地進出境及海關部門在同一地點一起進行各自的檢查。
3. 建議隨著通道容量的增加而逐步放寬跨境車牌發放制度，最終至完全取消限制。建議兩地政府認真考慮試行短期配額跨界車牌或「通車證」，引入「通車證」配額計劃，旅客預購「通車證」，以一次性的形式，讓有關車輛往返兩地。

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.