



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，要能夠實現區內人物流暢通無阻的關健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.