

# 工作小組報告

## Reports of the Sub-groups





本屆跨境人流物流工作小組特別關注粵港兩地在改善跨境人流和物流方面的合作和進展。回顧過去兩年，工作小組聯同特區政府相關政策局及部門共同探討了四個主題暨16個跟進項目。最新情況輯錄於附件一（第48至57頁）。特區政府在粵港改善跨境軟硬件配合方面有一定進展，但跨境交通基礎設施等硬件及人車貨過境手續可進一步提升，所以建議特區政府採取更前瞻性態度，超越以個別項目為主體，與廣東省有關部門作長遠、共同、及總體策劃和發展軟硬件，以利提升大珠三角地區作為一個經濟體的整體營商效率。

工作小組歡迎道路貨物系統（ROCARS）的全面實施，並認為這是個創新安排，但其應用範圍目前只限於香港，所以小組建議特區政府可以繼續不斷創新，推動粵港成立一站式數據庫，讓不同的貿易及貨運方式一次錄入所有相關數據及遞交報關申請，做到「一次錄入、多關共用」。

The Sub-group focused on the cooperation and progress of the governments of Guangdong and Hong Kong in improving cross-boundary passenger, vehicular and cargo flow. Over the past two years, the Sub-group engaged the relevant bureaux and departments of the Hong Kong Government to explore 4 main areas with a total 16 follow-up items. Most updated status was summarised at Annex I (p.48-57). The Hong Kong Government made progress on both the hardware and software aspects of cross-boundary coordination, flow and connectivity. There was, however, still room for improvement. Instead of project by project approach, it is imperative for the Hong Kong Government to take a holistic and forwarding looking attitude and to work with the Guangdong Government on a joint long term strategy for the development of cross boundary software and hardware, so as to elevate overall business efficiency of the Greater Pearl River Delta region.

The Sub-group welcomed the full implementation of the Road Cargo System (ROCARS) and considered it as an innovative move. Yet, it was limited to Hong Kong only. The Hong Kong Government should take the initiative to engage Guangdong to work towards building a common one-stop database allowing one entry customs declaration for different types of trading and modes of transport flowing through the boundary. This effort would require a dedicated and innovative approach from the authorities concerned.



粵港雙方確定於2012年3月推出第一階段的「過境私家車一次性特別配額試驗計劃」，讓符合資格的五座位或以下香港私家車車主可以申請一次性特別配額從香港駕駛私家車進入廣東省。小組歡迎有關安排。另外，建議特區政府向車主提供網上遞交申請及確認，同時能盡快推行多次往返選項(非無限次)，例如簽發有效期三個月、每周往返兩次的私家車通行證等。

就如何提升香港作為區域性出入和轉口的樞紐，小組比對過香港與鄰近的亞洲主要城市在貨物進出口的安排，包括申報手續、收費等，確認香港仍具競爭力。小組冀望相關部門主動定期監測周邊樞紐港在提升其港口競爭力的舉措，繼續努力鞏固和及時提升香港作為航運和物流中心的地位。小組對香港及其他港口安排作的比較和分析載於附件二(第58至59頁)。

就內地增加關口海關監管場一事，粵方從善如流，進一步落實放寬「四上四落」限制，在深圳「四上三落」的貨櫃堆場數量已增加了六點，對減排和提升業界效率有積極意義。

The Guangdong and Hong Kong Governments confirmed to roll out Phase One of the Ad Hoc Quota Trial Scheme for cross-boundary private cars in March 2012. Qualified owners of Hong Kong private cars with 5-seats or less might apply for ad hoc quotas under the scheme to drive their private cars to Guangdong. The Sub-group welcomed the arrangement. It was further suggested that the Hong Kong Government provides the option of web-based application and confirmation. In addition, the Hong Kong Government should consider extending the scheme by providing multiple (not unlimited) trips cross-boundary permits to Guangdong, for example, a 3-month validity permit subject to maximum two trips per week.

To further enhance the role of Hong Kong as a regional hub for import-export and transshipment, the Sub-group conducted a study comparing the related processes, including customs declaration and fee in Hong Kong, with those of other regional hubs in Asia and the study confirmed that Hong Kong remains competitive. The Sub-group looked forward to the Hong Kong Government proactively monitoring the measures of other regional hubs in enhancing their comparative advantage as well as continuously strengthening the position of Hong Kong as a global maritime and logistics centre. The comparison of related process between Hong Kong Port and other ports was attached at Annex II (p.58-59).

In response to the appeal for additional customs-supervised facilities, Guangdong has positively responded by further relaxing “4 Up 4 Down” requirements on cross-boundary container trucking. In Shenzhen, customs-supervised container drop-off depots have been increased from 1 to 7, contributing to emission reduction and operation efficiency.





香港一向非常重視服務軟件方面的發展，作為世界商業服務中心，構建更完善的商業服務環境極為重要，但基礎設施亦不容輕視。香港務必積極推動基礎建設及完善其周邊網絡連接，以保持競爭力。同時，貨物的流通無阻，將有助發揮「磁石」作用，吸引各種商業活動，而保持軟件和硬件的發展，更有利香港維持在南中國以及整個亞洲中的競爭力。在中長期，或許香港會朝着「倫敦」模式發展。然而，以目前珠三角的經濟實力和泛珠9+2的經濟潛力，香港現有的競爭優勢，包括完善的硬件配套，不能被忽視。基礎建設如機場第三條跑道(待議)、廣深港高速鐵路香港段、港珠澳大橋、貨櫃碼頭、物流園區等所產生的經濟效益往往比投資大很多。不斷完善我們的機場、港口、鐵路、公路等建設及做到跨境人流物流的無縫連接，是保持香港成功不可或缺的因素。只有同時具備強大的服務業和高效的國內國際網絡，才可維持香港作為國際航運物流中心的角色。

In respect of the services industry, Hong Kong has put a lot of emphasis into the software side of the equation. Given Hong Kong's role as a service centre, the software aspect is indeed of paramount importance. The importance of physical side of the equation cannot be overlooked. Hong Kong needs to ensure that our physical infrastructure and connectivity remains competitive. The smooth physical movement of cargo is the magnet for commercial activities. The development in both hardware and software enables Hong Kong to remain competitive in South China and Asia. While Hong Kong may move to a "London" model over the very long term, the fact is that economic strength of Pearl River Delta, economic potential of the Pan Pearl River Delta 9+2 and our existing competitive advantages should not be overlooked. Physical infrastructure such as the third airport runway (to be decided), the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, Hong Kong-Zhuhai-Macao Bridge and container terminal creates economic value well beyond that of the "cost" of the investment. The maintenance and enhancement of our port, airport, railways, roads and seamless cross-boundary flow of people, vehicles and cargo is critical to our success. It is the combination of a strong service sector together with efficient Mainland and international connectivity that will ensure Hong Kong's continued position as a global transportation and logistics centre.



跨境人流物流工作小組（2010 – 2012）跟進項目名單

Cross-boundary Passenger and Cargo Flow Sub-group (2010 – 2012) Follow-up Items

1	國際航運中心（航空） Global Transportation and Logistics Centre (Aviation)	特區政府負責政策局/部門的回應及相關工作進度 Responses from Related Bureau / Department of the Hong Kong Government and Work Progress
1.1	<p>協調和優化珠三角空域資源安排及相關政策。為香港國際機場未來空域容量作長遠和策略性的發展計劃，興建第三跑道，鞏固和提升香港作為國際航空中心的地位。</p> <p>Coordinate and enhance the Pearl River Delta airspace arrangement and related policies. For long-term strategic development plan of the Hong Kong International Airport, we need to build the 3<sup>rd</sup> runway to strengthen and enhance Hong Kong as an international aviation hub.</p>	<p>《香港國際機場2030規劃大綱》公眾諮詢於2011年6月3日至9月2日期間進行。經仔細考慮公眾諮詢活動的結果，以及權衡香港在應付未來需求增長及加強領先區域及國際航空中心角色的重要性後，機管局向政府建議採納三跑道方案作為未來香港國際機場發展規劃，並就三跑道方案，展開法定環境影響評估程序，以及擬備與之有關的設計細節。政府會謹慎考慮機場局的建議，預期在2012年第一季作出決定。</p> <p>為解決珠三角地區空域擠擁的問題，國家民航局、香港民航處和澳門民航局成立工作小組，研究改善辦法，工作小組已制訂一套綜合方案，全面涵蓋優化空域設計、改善飛行高度層分配、統一空管設備的銜接程序及標準，及增加珠三角往返華北和華東地區的民用航道等多方面的工作。特區政府會繼續和內地其他有關單位保持溝通，改善珠三角空域的使用。</p> <p>The public consultation on the Hong Kong International Airport Master Plan 2030 was conducted from 3 June to 2 September 2011. After giving thorough consideration to the consultation results as well as the importance for Hong Kong to meet the rising demand in future and enhance its status as a leading regional and international aviation centre, the Airport Authority has recommended to the Government that the three-runway option should be adopted for the future development of the Hong Kong International Airport. The Authority also recommended processing with the statutory environmental impact assessment process and the preparation of associated design details. The Government will consider the proposal carefully and is expected to make a decision in the first quarter of 2012.</p> <p>To resolve the airspace over-crowdedness in the Pearl River Delta region, the Civil Aviation Administration of China, Civil Aviation Department (CAD) of Hong Kong and Civil Aviation Authority of Macao have established a working group to explore improvement measures. The working group has formulated an integrated plan which encompasses various measures to rationalise airspace design, enhance flight levels distribution, standardise interface and protocols of air traffic control systems, and establish additional civil aviation air routes for flights to and from the northern and the eastern parts of the Mainland. The Hong Kong Government will maintain liaison with relevant Mainland authorities to enhance the use of the Pearl River Delta airspace.</p>

1	國際航運中心（航空） Global Transportation and Logistics Centre (Aviation)	特區政府負責政策局/部門的回應及相關工作進度 Responses from Related Bureau / Department of the Hong Kong Government and Work Progress
1.2	<p>香港機場必須利用現代科技和完善的配套政策，來實現客貨中轉效率的最優化。在航空管制方面，儘量完善空域規劃和管理的對接，例如飛行高度的換算、管制中心之間的交接工作等。</p> <p>Hong Kong airport must use modern technology and good supporting policies to achieve the optimal efficiency for both passenger and cargo in transit. In air traffic control, we must do our best in airspace planning and handover management, such as altitude conversion and handover between control centres.</p>	<p>在客運中轉方面，香港國際機場是多式聯運中心，設有網絡廣闊的海陸交通連繫（例如快船、跨境旅遊車和轎車服務），直達珠江三角洲地區，為旅客提供便捷的交通服務。為減省旅客值機時間，真正做到無縫連接，提升服務水準，香港機場還持續擴展珠三角地區的預辦登機服務，從中國內地到香港轉機的旅客，如所乘航班的航空公司提供預辦登機服務，現時可在五個渡輪口岸及四個車站預先辦理登機手續。</p> <p>在空管方面，除上述三方工作小組所制訂方案以外，香港民航處已獲撥款16億元更換現有的航空交通管理系統。新系統將採用最新的空管技術，並能夠與鄰近的空管中心對接；預計於2013年年底投入服務。</p> <p>Regarding transit passengers, the Hong Kong International Airport (HKIA) is a multi-modal transportation centre with comprehensive network coverage by land and sea transportation (such as speed boat, cross-boundary coach and limousine service). The transportation network provides direct and convenient access to the Pearl River Delta region. To further save check-in time for passengers and achieve hassle-free connection with excellent customer services, HKIA has also continuously extended its upstream check-in service in the Pearl River Delta region. Currently passengers can check in for Hong Kong flights in advance with participating airlines at 5 ferry ports and 4 land points in the Mainland China.</p> <p>On air traffic control, apart from the proposals formulated by the tripartite working group mentioned above, CAD has obtained a funding of \$1.6 billion to replace the existing air traffic control system. The new system will adopt the latest air traffic control technology and be ready for interface with nearby air traffic control centres. The system is scheduled for commissioning in late 2013.</p>

2	國際航運中心（航海） Global Transportation and Logistics Centre (Maritime)	特區政府負責政策局/部門的回應及相關工作進度 Responses from Related Bureau / Department of the Hong Kong Government and Work Progress
2.1	<p>提供優惠及有關配套，吸引內地及國外航運物流業在港設點。</p> <p>Provide incentives and related facilities to attract Mainland and overseas shipping and logistics companies to set up offices in Hong Kong.</p>	<p>特區政府會繼續維持香港現有的自由港地位和便利的營商環境，包括簡單和低稅率的稅制、資金和資訊的自由流動，及高透明度和廉潔的政府等，並會適時提供相關基礎設施，以凝聚一個具規模的航運及物流服務群組，並吸引更多相關服務提供者在港設點，提供全面和優質的航運及物流服務。</p> <p>The Hong Kong Government will continue to maintain Hong Kong's free port status and business friendly environment, including a simple and low tax regime, free flow of capital and information, as well as transparent and clean government, etc. We will also provide the relevant infrastructure in a timely manner. This will help nurture a sizable maritime and logistics cluster, and attract providers of related services to establish their business in Hong Kong to ensure comprehensive and quality maritime and logistics services are being provided.</p>
2.2	<p>加強專業人才培訓及引進。</p> <p>Strengthen training and hiring of professionals.</p>	<p>為壯大香港的人力資源，「優秀人才入境計劃」讓內地及海外任何領域的優秀人才，無須事先獲得本港僱主聘用，亦可申請來港定居。另外，有意前來/留港的專業人士可根據「一般就業政策」及「輸入內地人才計劃」申請來港工作，有關計劃並無配額限制，亦不限行業。</p> <p>當局一直以來積極資助及推行不同培訓及獎學金計劃，以培訓更多航運業的專業人才，例如遠洋船甲板高級船員和輪機師、船舶維修技術人員、航運管理人才、海事法律專才等等，以協助鞏固及提升香港作為國際航運中心的地位。</p> <p>The Quality Migrant Admission Scheme seeks to enhance Hong Kong's pool of human capital. Under this scheme, talented people in all fields from the Mainland or from overseas may apply to enter and settle in Hong Kong without first securing an offer of local employment. In addition, professionals who wish to enter/stay in Hong Kong to work may apply under the General Employment Policy or the Admission Scheme for Mainland Talents and Professionals, which are quota-free and non-sector specific.</p> <p>The Hong Kong Government has been proactively providing incentive schemes and implementing various training programmes to train up more marine talent such as ocean-going deck officers and engineers, ship repairing technicians, shipping managers and maritime law experts. This will help consolidate and enhance our position as an international maritime centre.</p>



<p>3 跨境人、車、貨流</p> <p>Cross-boundary Passenger, Vehicular and Cargo Flow</p>	<p>特區政府負責政策局/部門的回應及相關工作進度</p> <p>Responses from Related Bureau / Department of the Hong Kong Government and Work Progress</p>
<p>3.1 香港與內地有關單位，應利用框架協議先行先試精神，率先推動統一電子通訊系統，實現「兩關一次通」的共用通關平台。</p> <p>設立更快捷和方便人、車、貨通關的關口，以及進一步推動該區域實現人、車、貨物的快速流轉。確保粵港邊界關口人、車、貨流有關手續，比其他內地城市港口關口便捷。其中包括「一地兩檢」、「互通快捷e-道」、增加允許24小時通關的邊境口岸數量、擴大已實行的「跨境快速通關」至其他地區、粵方的所有檢查手續實行24小時辦公（如商檢）以及將兩地預先申報所需時間統一並由一小時縮短至30分鐘等安排。</p> <p>The Hong Kong and Mainland authorities should follow the pilot and early implementation spirit of the Framework Agreement to promote a unified electronic platform for “two customs one clearance”.</p> <p>Set up more efficient and convenient boundary crossing points. Promote faster regional turnaround for passenger, vehicular and cargo flow to ensure Hong Kong -Guangdong boundary-crossing points are more convenient than other Mainland ports of entry. These include “Co-location” of customs and in immigration facilitation, “Dual Accessible Express-e-Channel”, increase of 24-hour boundary crossing points, setting up “Express Channel” to other locations, 24-hour inspection services by various Guangdong authorities, standardisation of pre-declaration for both Guangdong and Hong Kong from one hour to 30 minutes.</p>	<p>在貨物通關合作方面，香港海關在2010年5月推出「道路貨物資料系統」，提供新的電子清關平台，讓陸路貨物可享無縫清關。內地海關也正發展一套用以接收道路貨物艙單的電子系統。為減省業界的資料輸入工作，兩地海關已於2010年達成共識，統一該兩個電子系統在相同資料項目上的格式。2011年，為進一步便利業界，雙方同意，由內地海關進行研究，讓業界可同時向香港海關的「道路貨物資料系統」和內地道路貨物艙單系統作電子申報。香港海關正對有關研究作出積極配合。</p> <p>保安局會配合跨界交通運輸政策，包括「一地兩檢」、「互通快捷e-道」、增加24小時通關的邊境口岸。</p> <p>On customs clearance of goods, the Customs and Excise Department (C&amp;ED) of the Hong Kong Government launched the electronic Road Cargo System (ROCARS) in May 2010 to enable seamless clearance of road cargoes. The Mainland Customs is also developing an electronic system for receiving road cargo manifests. To reduce traders' data input efforts, the two customs authorities reached agreement in 2010 to align the format for data fields common to the two systems. As another facilitation initiative, agreement was also reached in 2011 for the Mainland Customs to examine the feasibility of establishing a third-party platform which should enable the trading community to make submissions electronically in one go to both ROCARS and the Mainland's road cargo manifest system. C&amp;ED is taking proactive steps to facilitate the work concerned.</p> <p>The Security Bureau will introduce measures in support of the cross-boundary transport policy, including “co-location of customs and immigration facilities”, “interconnected Express e-Channel” and increasing the number of border control points operated round-the-clock.</p>



<p>3 跨境人、車、貨流</p> <p><b>Cross-boundary Passenger, Vehicular and Cargo Flow</b></p>	<p>特區政府負責政策局/部門的回應及相關工作進度</p> <p><b>Responses from Related Bureau / Department of the Hong Kong Government and Work Progress</b></p>
<p>3.2 設立更快捷和方便人、車、貨通關的關口，以及進一步推動該區域實現人、車、貨物的快速流轉。確保粵港邊界關口人、車、貨流有關手續，比其他內地城市港口關口便捷。其中包括「經常往返旅客快速通道」、旅行團和自由行政客（專項分流）過境的安排、為持多次入境簽注的內地旅客設立過境專用櫃檯。</p> <p>Set up more efficient and convenient boundary crossing points as well as promote faster regional turnaround for passenger, vehicular and cargo flow to ensure Hong Kong-Guangdong boundary-crossing points are more convenient than other Mainland ports of entry. These include “commuter express-track”, tour groups and individual visitors (special diversion) transit arrangement, and special transit counters for Mainland visitors with multiple-entry endorsement.</p>	<p>為向經常訪港內地旅客提供更便捷的出入境服務，並同時執行有效出入境管制，香港入境事務處於2012年1月起分階段在六個管制站(落馬洲支線、羅湖、深圳灣、中國客運碼頭、港澳客輪碼頭、香港國際機場)擴展e-道自助過關服務，讓合資格及成功登記的經常訪港內地旅客使用e-道往來香港及內地。亦計劃在2012年內讓持有電子化往來港澳通行證的內地旅客使用e-道過關。</p> <p>Measures have been taken to facilitate immigration clearance for frequent visitors from the Mainland while maintaining effective immigration control. By phases from January 2012, the Immigration Department of the Hong Kong Government expands the e-Channel self-service immigration clearance system at six border control points (Lok Ma Chau Spur Line, Lo Wu, Shenzhen Bay, China Ferry Terminal, Macau Ferry Terminal, and Hong Kong International Airport) to allow eligible Mainland frequent visitors to use the e-Channel after enrolment. There is also a plan to allow Mainland visitors holding electronic Exit-Entry Permits for Travelling to and from Hong Kong and Macao (EEPs) to enjoy immigration clearance through e-Channel in 2012.</p>
<p>3.3 落實「過境私家車一次性特別配額試驗計劃」的安排。實行跨境運輸工具年檢兩地互認，降低跨境運輸工具號牌門檻，以節省運輸業界行政開支，提高成本競爭力。</p> <p>Implement “one-off ad hoc quota trial scheme for cross-boundary private car”. Implementation of mutual recognition of the annual inspection of cross-boundary vehicles and reduction of the threshold for cross-boundary vehicle in order to save administrative cost and to improve cost competitiveness for the transportation sector.</p>	<p>粵港雙方確定於2012年3月推出第一階段的「過境私家車一次性特別配額試驗計劃」，讓符合資格的五座位或以下香港私家車車主可以申請一次性特別配額從香港駕駛私家車進入廣東省。</p> <p>至於跨境運輸工具年檢兩地互認方面，運輸署會與廣東省有關當局探討有否這方面的合作空間，但當中牽涉驗車標準、意外責任、更改法規等複雜的問題。</p> <p>Hong Kong and Guangdong have decided to launch Phase I of the “one-off ad hoc quota trial scheme for cross-boundary private cars” in March 2012. Owners of qualified Hong Kong private cars with five seats or less may apply for ad hoc quotas under the scheme to drive their private cars into the Guangdong province.</p> <p>As for mutual recognition of the annual examination results of cross-boundary vehicles, the Transport Department of the Hong Kong Government will work with relevant Guangdong authorities to explore possible cooperation in this area, with due regard to the complexities involved (such as vehicle examination standards, liability for accident, and making changes to regulations).</p>

<p>3 跨境人、車、貨流</p> <p>Cross-boundary Passenger, Vehicular and Cargo Flow</p>	<p>特區政府負責政策局/部門的回應及相關工作進度</p> <p>Responses from Related Bureau / Department of the Hong Kong Government and Work Progress</p>
<p>3.4 檢討及參考鄰近香港和其他國外內地通關的相關安排，進一步簡化出入口和轉口（中國貨物和國際貨物經香港中轉）報關和申請許可證的手續。透過高速的數據交換，簡化政府和企業點到點的資訊流程，而達到更直接高效的交流。</p> <p>Further simplify import and export and re-exports (goods from the Mainland and international transit via Hong Kong) through review and reference to the customs-related arrangement between Hong Kong-Mainland vis-à-vis other countries-Mainland. Through high-speed data exchange, streamline the point to point information processes between government and enterprises to achieve more direct and efficient communication.</p>	<p>政府當局致力營造方便營商的環境，故一直積極推行各種便利正當貿易及貨物流通的措施，包括推出政府電子貿易服務，為貿易界提供以電子方式提交指定貿易相關文件的平台。為減省企業輸入資料的工作及減少輸入資料時可能出現的錯漏，特區政府亦統一了「進出口報關系統」和「道路貨物資料系統」在相同資料上的格式。特區政府理解業界希望盡量減少中轉貨物的清關文件要求，因他們認為這有助維持香港物流業的競爭力。特區政府會繼續與業界聯繫，研究可行和符合業界成本效益的便利措施。</p> <p>The Hong Kong Government strives to create a business-friendly environment. Among its array of facilitation measures for legitimate trade and cargo flow is the launch of the Government Electronic Trading Services (GETS), which provides a platform for the trading community to submit specified trade related documents electronically. To save traders' data input efforts and reduce input errors, the Hong Kong Government has also aligned the formats for data fields common to the import/export declaration system and the Road Cargo System (ROCARS). The Hong Kong Government fully understands the call for minimising paper work for transshipment cargo clearance to help maintain the competitiveness of Hong Kong's logistics industry. It will continue to liaise with the trade to explore facilitation measures that are feasible and cost-effective.</p>
<p>3.5 建議內地統一、二類港口對香港旗船舶政策，放鬆二類港口對香港旗船舶的限制，容許懸掛香港旗的船隻使用此類港口。以「先行先試」的方式在廣州、佛山、中山這些主要二類港口試行。另或考慮允許香港公司透過CEPA擁有懸掛中國旗的船隻。</p> <p>針對服務珠三角碼頭之間駁船逐步大型化趨勢，實現外貿進出口貨物與內貿轉關貨物同船搭載，從而優化服務成本，提高駁船使用效率。</p> <p>Propose the Mainland authority to adopt the same policy for vessel flying Hong Kong flag when they visit Class A and Class B ports in the Mainland, and to relax the restriction on vessels flying Hong Kong flag by allowing them to berth at Class B ports in Guangzhou, Foshan and Zhongshan as a pilot scheme or alternatively, to allow Hong Kong companies to own Chinese flag vessels under CEPA arrangement.</p> <p>As the size of barges serving the Pearl River Delta are trending up, allowing co-loading both import-export cargo and domestic cargo on the same vessels will optimise cost and improve operation efficiency.</p>	<p>特區政府曾透過CEPA的平台爭取有關政策，但內地認為現行政策合乎國際慣例，並對有關政策建議有相當大的保留。特區政府將繼續與內地單位保持溝通。</p> <p>The Hong Kong Government has relayed related requests to its Mainland counterparts through the CEPA platform. Yet, the Mainland side was of the view that the present arrangement was in line with international practice, and had considerable reservation about the suggestion. The Hong Kong Government will continue to maintain dialogue with our Mainland counterparts in this regard.</p>

3	<p>跨境人、車、貨流</p> <p>Cross-boundary Passenger, Vehicular and Cargo Flow</p>	<p>特區政府負責政策局/部門的回應及相關工作進度</p> <p>Responses from Related Bureau / Department of the Hong Kong Government and Work Progress</p>
3.6	<p>粵方應加多內地關口海關監管場，使貨櫃運輸更有效率，減低排放。</p> <p>Guangdong should increase the number of customs-supervised facilities to improve efficiency and to reduce emission of container transportation.</p>	<p>在過去數年，特區與廣東省當局在商議提高跨境陸路貨運效率方面取得良好成果。例如，內地有關當局在近年已同意放寬「四上四落」、「一車一司機」等的限制。此外，粵方也同意按貨量和實際需要，適當延長內陸車檢場的辦工時間。東莞寮步車檢場亦已於2006年年底啟用，該處並採用智能化陸路通關監察模式以提高通關效率。雖然有關安排均屬內地的政策，但我們會繼續透過不同平台，在現有成果上繼續與廣東省當局保持溝通，探討有利促進兩地貨流和提高物流效率的措施。</p> <p>In the past few years, there have been positive developments in discussions between the Hong Kong Government and the Guangdong authority over enhancing efficiency of cross-boundary cargo transportation. For example, the Mainland authority has relaxed requirements such as “four-up-four-down” and “one-truck-one-driver”. Besides, the Guangdong side has also agreed to extend the working hours of Mainland vehicle examination centres as appropriate according to throughput and actual needs. The vehicle examination centre in Liaobu, Dongguan also commenced operation in end-2006. It has adopted an intelligent road customs monitoring mode to increase customs efficiency. Although the relevant arrangements are Mainland policies, we will continue to maintain communication with the Guangdong authority through different platforms as well as to explore initiatives conducive to promoting flow of goods and enhancing logistics efficiency between the two places based on the current progress.</p>
3.7	<p>在現有的珠三角十大城市的基礎上，進一步推廣「144小時便利簽證」措施；第一階段擴大到廣東全省，之後推廣到泛珠三角地區的其他省會城市。促進於珠三角以及大珠三角區域發展「一程多站」式旅遊。</p> <p>Based on the top ten cities in the Pearl River Delta, extend the “144-hour convenient visa” measure to Guangdong province as a whole as the first phase and further extend it to the provincial capitals of the Pan-Pearl River Delta region, in order to foster “multi-destination” travel in the Pearl River Delta and the Pan-Pearl River Delta region.</p>	<p>「144小時便利簽證」政策已於2008年7月29日擴展至廣東省全省，據了解，廣東省當局正推進在全省各口岸落實措施的安排。廣東省旅遊局希望利用這一政策與香港旅遊業界合作吸引訪港的外國遊客到廣東省旅遊。特區將配合「144小時便簽證」政策，鼓勵更多國際旅客經香港到廣東展開「一程多站」旅遊，以帶動整個區域的旅遊發展。此外，2011年12月簽署的CEPA補充協議八已進一步放寬「144小時便利簽證」預報出境口岸的規定，為海外旅客經香港到訪廣東省以及為業界發展粵港「一程多站」旅遊線路提供更大便利。</p> <p>The “144-hour facilitation visa” policy has been extended to the whole province of Guangdong since 29 July 2008. It is understood that the Guangdong authorities are taking forward the implementation of the measure at all ports of entry of the province. The Guangdong Provincial Tourism Bureau aims to make use of this policy to attract Hong Kong-bound foreign visitors to travel to Guangdong. In line with the “144-hour facilitation visa” policy, the Hong Kong Government will encourage more international visitors to travel to Guangdong via Hong Kong on “multi-destination” itineraries, so as to promote tourism in the whole region. In addition, the Supplement VIII to CEPA signed in December 2011 has further relaxed the requirement to pre-register the outbound control point. This provides more convenience to overseas visitors to travel to Guangdong via Hong Kong and further facilitates the trade in developing “multi-destination” itineraries featuring Guangdong and Hong Kong.</p>



<p>3 跨境人、車、貨流</p> <p>Cross-boundary Passenger, Vehicular and Cargo Flow</p>	<p>特區政府負責政策局/部門的回應及相關工作進度</p> <p>Responses from Related Bureau / Department of the Hong Kong Government and Work Progress</p>
<p>3.8 在廣東全省以及泛珠三角地區的各個省會城市，審查和考慮放寬申請資格和申請程序的限制，擴大戶籍居民個人多次入境旅遊簽注簽發政策的覆蓋面，促進非戶籍非本地註冊居民享政策及簡化申請程序，以進一步提高此類高密度消費遊客所帶來的旅遊效益。</p> <p>To review and consider relaxing the eligibility criteria and application procedures, to expand permanent residents personal multiple-entry travel coverage policy, as well as to promote same to non-permanent resident with simplified application procedure so as to further enhance benefits brought by these high consumption visitors from Guangdong province and the provincial capitals of the Pan-Pearl River Delta region.</p>	<p>深圳戶籍居民一年多次「個人遊」簽注自2009年4月實施後，截至2011年11月底已有超過1 113萬名旅客持這簽注訪港。簽注的使用率由實施首八個月的每日平均5 400 人次，上升至2010年的11 100人次及2011年首十一個月的16 500人次，可見措施深受深圳旅客歡迎。</p> <p>而為常住深圳的非廣東籍居民在深圳辦理赴香港「個人遊」簽注的措施，自2009年12月15日實施後，其適用範圍已在2010年12月15日擴大至包括大部份在深圳受聘工作的非廣東省戶籍居民，為深圳居民赴港旅遊帶來更大便利。深圳方面估計，經擴大的合資格申請範圍可讓400萬人受惠在深圳申請來港旅遊。</p> <p>這些便利措施，方便深圳更多居民赴港旅遊，有利香港旅遊及相關行業不斷發展。長遠而言，我們希望有關便利措施的適用範圍在適當時候逐步擴展至廣東省全省，為廣東省居民提供更大的便利，為本港的旅遊、零售及相關行業帶來更大裨益。</p> <p>為保證便利措施能穩妥及順利地擴展，我們必須確保在落實建議前，相關輔助設施，例如口岸和景點的接待能力、酒店供應，以及航班安排等，均已到位。就此，我們會與內地相關單位部門保持聯繫，共同研究並商討落實建議的預備工作、實施細節及時間表等。</p> <p>Since the launch of the arrangement to allow Shenzhen permanent residents to apply for one-year multiple Individual Visit endorsement for Hong Kong on 1 April 2009, more than 11.13 million (as at the end of November 2011) passengers holding this type of endorsement have visited Hong Kong. The utilisation of this endorsement has increased from a daily average of 5 400 passengers in the first eight months since implementation to 11 100 in 2010 and 16 500 in the first eleven months of 2011, showing the popularity of the measure among Shenzhen residents.</p> <p>As for the arrangement of allowing non-Guangdong permanent residents ordinarily residing in Shenzhen to apply for Individual Visit endorsement in Shenzhen, which was introduced on 15 December 2009, the scope has been expanded since 15 December 2010 to cover most non-Guangdong permanent residents employed in Shenzhen. This further facilitates Shenzhen residents to visit Hong Kong. The Shenzhen authorities estimate that four million people will benefit from the relaxed application criteria in applying in Shenzhen for this tourist visa for Hong Kong.</p> <p>These measures facilitating more Shenzhen residents to visit Hong Kong are conducive to the continuous development of tourism and related industries in Hong Kong. In the long term, we hope that the scope of the measures can be expanded gradually to cover all of the Guangdong province in due course. This will provide more convenience to Guangdong residents and further benefit our tourism, retail and related industries.</p> <p>To guarantee a smooth and secure expansion of the facilitation measures, we must ensure the readiness of all supporting facilities (such as the capacity of the control ports and tourist attractions, supply of hotel rooms, and flight arrangements) before implementation. In this connection, we will keep close liaison with relevant Mainland authorities to jointly work out the preparation and implementation details and timeframe.</p>

4	<p>跨境基礎建設</p> <p>Cross-boundary Infrastructure Construction</p>	<p>特區政府負責政策局/部門的回應及相關工作進度</p> <p>Responses from Related Bureau / Department of the Hong Kong Government and Work Progress</p>
4.1	<p>促進港珠澳大橋跨境交通的相關措施要到位，例如車輛管制。</p> <p>Urge for the effective planning of the cross-boundary traffic measures of Hong Kong-Zhuhai-Macao Bridge, such as vehicular control.</p>	<p>在硬體配套方面，港珠澳大橋香港口岸的填海工程已於2011年年底動工；其設施及基建工程的詳細設計已經開展，主要包括為香港口岸的上蓋整體佈局、貨物及車輛清關設施、與旅客相關的設施包括旅檢大樓、政府各部門的辦公地方、車輛上落客及檢查區、口岸內的道路及公共交通交匯處、以及其他相關的岸上基建等設施進行詳細設計，有關設計會以方便過境旅客及貨物清關為原則，以增加大橋的使用量。</p> <p>而在三地之間的互相配合方面，三地政府會透過他們就港珠澳大橋項目所成立的「三地政府聯合工作委員會」（三地委）就三地口岸之間的配合作出協調，而研究跨界通行政策更將是三地委下階段的主要工作之一。三地委將著力研究制定港珠澳大橋跨界通行政策，開展相關的支撐性研究工作。</p> <p>另外，粵港澳三方正就使用港珠澳大橋的車輛的規管事宜進行討論。由於涉及三地不同的法規、交通規管、運作模式及道路系統，因此三地政府須小心研究相關的規管事宜並籌劃可行的方案，以便利往來三地的車流。一次性特別配額試驗計劃若在深圳灣口岸成功推行，對將來把計劃擴展到港珠澳大橋具有示範作用。</p> <p>Regarding hardware support for the Hong Kong-Zhuhai-Macao Bridge (HZMB), the reclamation works for the Hong Kong Boundary Crossing Facilities (HKBCF) started in late 2011. The detailed design of the superstructures and infrastructures has also commenced, which includes mainly the superstructures master layout of HKBCF, clearance facilities for cargos and vehicles, passengers related facilities such as the passenger clearance building, accommodation for various government departments, transport drop-off and pick-up areas and examination areas, internal roads and public transport interchange, and other related land infrastructures. The design aims to facilitate passenger and cargo clearance with a view to increasing utilisation of HZMB.</p> <p>For coordination among Hong Kong, Zhuhai and Macao, the Joint Works Committee of the Three Governments (the Committee) dedicated to the HZMB project will oversee the coordination of border control. The study of cross-boundary passage policies will be one of its main tasks in the next stage. The Committee will focus efforts on the formulation of the cross-boundary passage policy for HZMB and undertake supporting research.</p> <p>In parallel, relevant authorities of the three Governments are discussing the regulation of vehicles using HZMB. Since the project involves three jurisdictions with different laws, traffic regulatory regimes, modes of operation and road systems, careful examination of regulatory matters is required in order to knock out a feasible arrangement which will facilitate vehicular flows among the three places. If the one-off ad hoc quota trial scheme for cross-boundary private cars turns out successful at the Shenzhen Bay Port, it can serve as a demonstration for extension to HZMB in the future.</p>
4.2	<p>促進港珠澳大橋的邊境運作以及港珠澳三地的過關程序。</p> <p>Urge for the effective planning of the operation of Hong Kong-Zhuhai-Macao Bridge and customs clearance procedures at the three places.</p>	<p>香港特區、廣東和澳門特區政府已同意在口岸設計上採用「三地三檢」的模式，預計大橋會於2016年落成啟用，特區將會全力配合大橋的啟用，提供所需的清關服務。</p> <p>For the design of Boundary Crossing Facilities (BCF) of HZMB, the Guangdong, Hong Kong and Macao Governments have agreed to adopt the mode of "Separate Location of BCF". Upon the commissioning of HZMB, scheduled for 2016, Hong Kong will provide the necessary customs and immigration clearance service and other support as required.</p>

4	<p>跨境基礎建設</p> <p>Cross-boundary Infrastructure Construction</p>	<p>特區政府負責政策局/部門的回應及相關工作進度</p> <p>Responses from Related Bureau / Department of the Hong Kong Government and Work Progress</p>
4.3	<p>在港深西部快速軌道的規劃上面，要考慮改善鐵路和公路與前海站的連接，以便於這條鐵路線的多功能化。</p> <p>The planning of the Hong Kong-Shenzhen Western Express Line should consider improving the railway and roadway connection to Qianhai so that the rail line will be multi-functional.</p>	<p>港深西部快速軌道將規劃成多功能的跨界鐵路，除了加強兩地機場合作外，亦會配合深圳前海及本港新界西北的發展。有助帶動兩地的社會及經濟活動，為兩地的長遠發展奠下新基礎。</p> <p>特區政府已於2011年3月展開《鐵路發展策略2000》檢討及修訂的顧問研究，以更新全港性的長遠鐵路發展藍圖，包括研究港深西部快速軌道如何無縫接駁兩地的鐵路網絡、優化走線各鐵路功能。整個研究約需時24個月，預計可於2013年完成。</p> <p>The Hong Kong-Shenzhen Western Express Line (WEL) will be planned as a multi-function cross-boundary railway. Apart from fostering closer cooperation between the airports of the two cities, it will coordinate with the development of Qianhai in Shenzhen and Northwest New Territories (NWNT) in Hong Kong, giving an impetus to their social and economic activities and laying a new foundation for their long-term development.</p> <p>In March 2011, Hong Kong Government commissioned a consultant to review and update the Railway Development Strategy 2000. With the objective of updating the territory-wide long-term railway development blueprint, the issues covered include seamless connection between WEL and the railway networks of both Hong Kong and Shenzhen, as well as optimisation of the alignment options and railway functionality. The consultancy study is expected to take about 24 months for completion in 2013.</p>
4.4	<p>在廣深港高速鐵路（高鐵）設計上，為促進鐵路和機場的交通，需要建立更多的空對鐵或者鐵對空交通的便利措施。</p> <p>In the Guangzhou-Shenzhen-Hong Kong Express Rail Link design, there is a need for more air-to-rail or rail-to-air transport facilitation measures to promote the railway and the airport.</p>	<p>高鐵香港段工程已於2010年1月展開，預期於2015年完成。待高鐵建成後，西九龍總站將發展成為鐵路樞紐，通過地面行人區、多條行人天橋和行人隧道，接駁機場快線九龍站。</p> <p>為便利高鐵 — 航空多式聯運旅客使用香港機場和廣深港高鐵，應進一步考慮航空旅客攜帶的行李一般較大的特點，配合放寬旅客行李體積限制；並積極研究在高鐵沿線車站提供香港機場預辦登機服務（類似現時香港機場快線香港站和九龍站之市區預辦登機服務），便利聯運旅客。</p> <p>The construction of the Hong Kong section of the Express Rail Link (XRL) has commenced in January 2010 for completion in 2015. Upon the completion of the XRL, the West Kowloon Terminus will develop into a railway hub, with linkage to the Kowloon Station of the Airport Express through at-grade areas, a number of footbridges and subways.</p> <p>To provide great convenience to rail-to-air intermodal passengers using HKIA and XRL, it should be further considered to let air passengers have adequate baggage allowance on the trains, which in turn should have adequate facilities to store their baggage. Moreover, it will greatly add to the convenience of rail-to-air passengers if HKIA upstream check-in services can be provided at XLR stations on the Mainland side, similar to the in-town check-in service that passengers currently enjoy at AEL Hong Kong and Kowloon stations.</p>



區域性出入口和轉口的樞紐 – 流程比較

Regional Import-Export and Transshipment Hubs - Comparison of Customs Declaration Processes

商品執照/許可証 – 申請方

Licence/Permit Requirement for Defined Commodities – Responsible Parties

	香港 Hong Kong	新加坡 Singapore	高雄 Kaohsiung	釜山 Pusan
<b>進出口貨物 Import/Export</b>				
進口商 / 出口商 Importer/Exporter	申報 Apply	申報 (紡織品及應課稅品除外) Apply (Except textile and dutiable commodities)	申報 (紡織品除外) Apply (Except textile commodities)	申報 (紡織品除外) Apply (Except textile commodities)
航運公司 Shipping Lines	進/出口商交由航運公司核查，後由航運公司提交給香港特別行政區 Collect from importers/exporters, verify and submit to Hong Kong	無要求 No specific requirements	無要求 No specific requirements	無要求 No specific requirements
<b>中轉貨物 Transshipment</b>				
進口商 / 出口商 Importer/Exporter	無要求 No specific requirements	無要求 No specific requirements	無要求 No specific requirements	無要求 No specific requirements
航運公司 Shipping Lines	申報 Apply	危險品的牌照/許可證 — 收到起運港的通知後通過PORTNET申報 非危險品的牌照/許可證 — 由航運公司提交申請  Dangerous Goods Licence/Permit – apply through PORTNET based on notice from POL/SO  Non Dangerous Goods Licence/Permit – apply and submit on behalf of shippers upon their notification	需要在艙單上註明「敏感貨物」 Filling of “sensitive” commodities during manifest submission	危險品許可證 — 需提交艙單給港務局 Dangerous Goods Permit – manifest submission to Port Authorities

商品執照/許可證 – 申請費用

Licence/Permit Requirement for Defined Commodities – Application Fee

	香港 Hong Kong		新加坡 Singapore		高雄 Kaohsiung	釜山 Pusan
	單次費用 Per submission	年費 Annual fee	單次費用 Per submission	年費 Annual fee		
應課稅品 Dutiable Commodities	港幣8 HK\$8	港幣1,090 HK\$1,090	免申請 Not applicable	免申請 Not applicable	免費 Free of charge	免申請 Not applicable
耗蝕臭氧層物質 Ozone Depleting Substances	港幣1,210 + 港幣500行政費 HK\$1,210 + HK\$500 administration fee	港幣2,430 HK\$2,430	新加坡幣30 (港幣194) SGD30 (HK\$194)	新加坡幣200 (港幣1,293) SGD200 (HK\$1,293)	免費 Free of charge	A
戰略物品 Strategic Commodities	免費 Free of charge	免費 Free of charge	新加坡幣12.88 (港幣83) SGD12.88 (HK\$83)	免費 Free of charge	免費 Free of charge	免申請 Not applicable
戰略武器 Weapons under Strategic Commodities	港幣470 HK\$470	免費 Free of charge	新加坡幣12.88 (港幣83) SGD12.88 (HK\$83)	免費 Free of charge	免費 Free of charge	免申請 Not applicable
化學武器前體 Chemical Weapon Precursors	港幣570 HK\$570	免費 Free of charge	新加坡幣12.88 (港幣83) SGD12.88 (HK\$83)	免費 Free of charge	免費 Free of charge	免申請 Not applicable
受管制的化學品 Controlled Chemicals	港幣950 + 港幣500行政費 HK\$950 + HK\$500 administration fee	港幣1,530 HK\$1,530	新加坡幣85 (港幣550) SGD85 (HK\$550)	免費 Free of charge	免費 Free of charge	A

A = 針對此類進口貨或中轉貨，免申請費。對於此類出口貨物並定義為危險品的，將收取10萬韓元的檢查費（折合美金91元或港幣710元）

For import or transshipment, free of charge. For export and if commodity is classified as dangerous goods, inspection fee of KRW100,000 (USD91 or HK\$710) will be applied.