

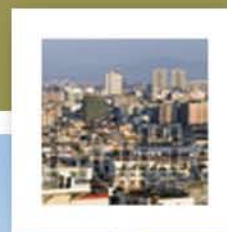


大珠三角商務委員會

The Greater Pearl River Delta Business Council

2010-2012

工作報告 Term Report



香港





工作報告全文可於以下網址瀏覽及下載：

<http://www.cmab.gov.hk/tc/issues/council.htm>

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報告摘要

Executive Summary

大珠江三角洲最新發展情況

大珠江三角洲覆蓋位於廣東省的九座城市，包括廣州、佛山、肇慶、深圳、東莞、惠州、珠海、中山、江門，以及香港和澳門兩個特別行政區。珠三角九市是中國製造業的重鎮，2010年佔廣東地區生產總值79%，並佔廣東社會消費零售總額72.4%。

在2011年3月，國家公布的《十二五規劃》首次把「保持香港澳門長期繁榮穩定」單獨成章，詳述香港特區在國家發展戰略中的重要功能定位，是重大的突破。綱要重點提到支持深化內地與香港的經濟合作，繼續實施《更緊密經貿關係安排》(CEPA)，確定《粵港合作框架協議》中粵港合作的重要功能定位，包括建設以香港金融體系為龍頭的金融合作區域和世界級城市群，以及支持以「先行先試」的方式，對香港開放其服務業市場，並逐步將有關措施拓展到其他地區。《十二五規劃》的落實，將有助促進粵港加強合作。

《廣東十二五規劃綱要》已定下未來五年的發展目標。到2015年，廣東的生產總值將由2010年的45,472.8億元人民幣，增加至66,800億元人民幣，年均增長8%；人均

Latest Developments of the Greater Pearl River Delta

The Greater Pearl River Delta region comprises nine major cities in Guangdong, namely Guangzhou, Foshan, Zhaoqing, Shenzhen, Dongguan, Huizhou, Zhuhai, Zhongshan and Jiangmen, as well as two special administrative regions, namely, Hong Kong and Macao. The region, a manufacturing hub of national importance, contributed 79% to total GDP of Guangdong in year 2010. Meanwhile, the region also accounted for a 72.4% share of total retail sales of consumer goods of Guangdong in 2010.

“The Outline of the 12th Five-Year Plan for National Economic and Social Development of the People’s Republic of China” (the 12th Five-Year Plan) was promulgated in March 2011. For the first time, an individual chapter entitled “Maintaining the Long-term Prosperity and Stability of Hong Kong and Macao” was dedicated to Hong Kong and Macao. The significant functions and positioning of the Hong Kong Special Administrative Region in the national development strategy was elaborated. The dedicated chapter clearly set out the Central Authorities’ support for Hong Kong to deepen economic cooperation with the Mainland and continue to implement the Mainland and Hong Kong Closer Economic Partnership Arrangement (CEPA). It also confirmed the significant functions and positioning of Hong Kong’s cooperation with Guangdong under the “Framework Agreement on Hong Kong/Guangdong Cooperation”, including the establishment of a financial cooperation zone and a world-class metropolitan cluster with Hong Kong’s financial system taking the lead, and the support for Guangdong to open up its service industries for Hong Kong on a pilot basis and extending the pilot scheme to other regions gradually. The implementation of the 12th Five-Year Plan shall help foster the cooperation between Guangdong and Hong Kong.

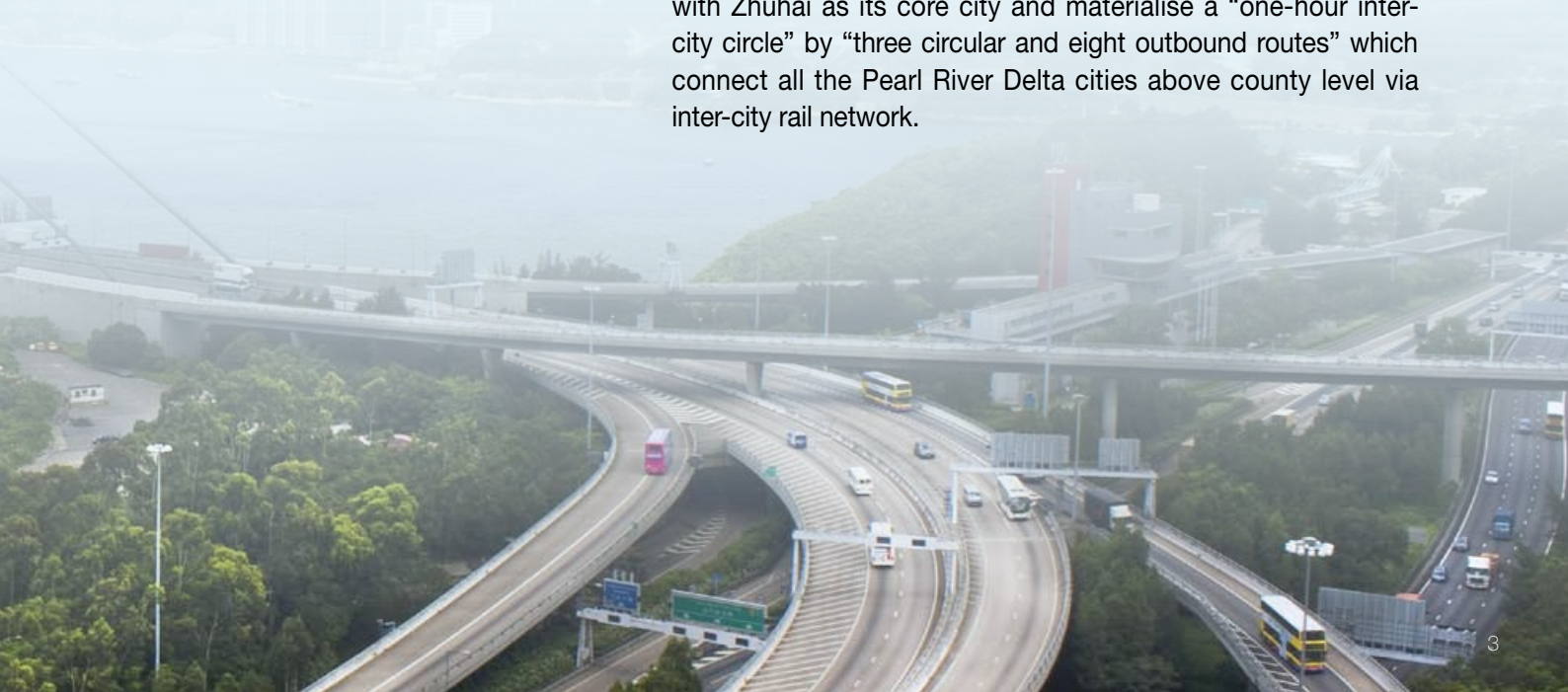


地區生產總值將由2010年的47,000元人民幣，增至2015年的66,000元人民幣，年均增速7%。另外，廣東預計到2015年消費品零售額將達到35,000億元人民幣；進出口總額則將超過1萬億美元。

根據《珠江三角洲地區改革發展規劃綱要（2008—2020年）》、《關於加快推進珠江三角洲區域經濟一體化的指導意見》為基礎，廣東省政府在2010年發布「五個一體化規劃」，分別是《珠江三角洲基本公用服務一體化規劃》、《珠江三角洲產業布局一體化規劃》、《珠江三角洲城鄉規劃一體化規劃》、《珠江三角洲環境保護一體化規劃》和《珠江三角洲基礎設施建設一體化規劃》，希望藉此整合資源、加強合作協調和壯大實力，從而形成以廣州為中心城市的中心區域、以深圳為中心城市的珠江東岸區、以珠海為中心城市的珠江西岸區，並將以「三環八射」城際軌道交通網絡貫通珠三角所有縣級以上的城市，形成「一小時城市圈」。

As the blueprint of the development of Guangdong in the next five years, the 12th Five-Year Plan (2011-2015) of Guangdong sets out a number of development goals. By 2015, GDP of Guangdong will increase from RMB 4.5 trillion in 2010 to RMB 6.7 trillion, growing at an annual rate of 8%; per capita GDP will increase from RMB 47,000 to RMB 66,000 with an annual growth rate of 7%. Besides, Guangdong's total retail sales of consumer goods will reach RMB 3.5 trillion and total imports and exports will exceed USD 1 trillion in 2015.

In response to “the Outline of the Plan for the Reform and Development of the Pearl River Delta (2008 to 2020)” released by the National Development and Reform Commission in early 2009 and the “Guiding Opinions on Expediting the Economic Integration in the Pearl River Delta Region” promulgated by the Government of Guangdong province in mid 2009, the Guangdong Provincial Government has initiated five integrated planning projects in 2010, namely the “Integrated Planning for Public Services of the Pearl River Delta”, the “Integrated Planning for the Industrial Layout of the Pearl River Delta”, the “Integrated Planning for Urban-Rural Integration of the Pearl River Delta”, the “Integrated Planning for Environmental Protection of the Pearl River Delta” and the “Integrated Planning for Infrastructure Construction of the Pearl River Delta”. The aim was to integrate resources, strengthen cooperation and coordination, and enhance economic strength with a vision to forming three economic circles, namely the Guangzhou-Foshan-Zhaoqing Economic Circle with Guangzhou as its core city; the Shenzhen-Dongguan-Huizhou Economic Circle, which encompasses the eastern Pearl River Delta region with Shenzhen as its core city; and the Zhuhai-Zhongshan-Jiangmen Economic Circle comprising the western Pearl River Delta region with Zhuhai as its core city and materialise a “one-hour inter-city circle” by “three circular and eight outbound routes” which connect all the Pearl River Delta cities above county level via inter-city rail network.



商務委員會

第四屆商務委員會的任期由2010年3月至2012年2月。商務委員會的主席由馮國經博士擔任，另有35位委員。今屆商務委員會設有四個工作小組，致力探討粵港合作的各個主要課題。四個小組包括：

1. 跨境人流物流工作小組
2. 聯合投資貿易推廣工作小組
3. 可持續發展工作小組
4. 服務業發展及人才資源工作小組

此外，商務委員會就《香港在國家經濟發展中的角色與定位》展開專題調研，多方面探討香港在國家經濟發展中的定位與角色，提出有利國家和香港長遠發展的建議。其後，商務委員會亦成立了「研究擴大深化CEPA開放」專責小組，旨為檢視目前CEPA服務貿易開放模式的成效，並為推動未來CEPA整體深化發展的創新思維和開放模式提出建議。

The Business Council

The fourth term of the Business Council ran from March 2010 to February 2012. The Business Council was chaired by Dr Victor Fung and comprised 35 members. In this term, four Sub-groups had been formed under the Business Council to study the major issues surrounding Hong Kong/Guangdong cooperation. The four Sub-groups were:

1. Cross-boundary Passenger and Cargo Flow Sub-group
2. Joint Investment and Trade Promotion Sub-group
3. Sustainable Development Sub-group
4. Services Industry Development and Human Resources Sub-group

The Business Council conducted a study on “Hong Kong’s Roles and Positioning in the Economic Development of the Nation”. The objective was to explore Hong Kong’s roles and positioning in the economic development of the Nation with a view to putting forward constructive recommendations for the long-term development of the Nation and Hong Kong. After that, the Business Council set up an Ad Hoc Group on “Further Liberalisation and Deepening of CEPA”, aiming to review the current model of trade liberalisation in service sectors under CEPA and to make recommendations on the trade liberalisation model as well as to provide innovative ideas to enhance further development under the CEPA framework.





工作小組的工作

1. 跨境人流物流工作小組的工作重點包括：

小組特別關注粵港兩地在改善人流、車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。回顧過去兩年，小組針對如何提升香港作為國際航運（航空和航海）中心的地位、促進粵港跨境人、車和貨流的便捷流動，以及完善跨境基礎建設等範疇，提出多項意見，供有關政府部門參考。

2. 聯合投資貿易推廣工作小組的工作重點包括：

小組主要透過籌辦研討會及考察團等活動，協助廣東省企業更清楚地了解香港的營商環境以及促進和改善兩地業界的合作等。期內，小組與香港總商會合辦了「南沙前海一天考察團」，從而多方面了解新區的發展和珠三角未來的分工，促進香港與珠三角區域城市更好發展。

3. 可持續發展工作小組的工作重點包括：

小組訂定了三個工作主題，分別是改善空氣質素（包括推動電動車輛的使用）、提升水質管理和更有效地處理固體廢物。小組邀請了政府有關部門及工商業界，圍繞這些主題深入探討，反映意見，並監察可持續發展目標的進展。

Work of the Sub-groups

1. The Cross-boundary Passenger and Cargo Flow Sub-group focused its efforts on the following areas:

The Sub-group focused on improving the efficiency of cross-boundary passenger, vehicular and cargo flows, and the hardware and software coordination. In the past two years, the Sub-group made a number of recommendations for the consideration of relevant government departments in areas such as how to further strengthen the role of Hong Kong as a global transportation and logistics centre, how to foster the cross-boundary passenger, vehicular and cargo flows between Guangdong and Hong Kong, how to improve the cross-boundary infrastructures and facilities, etc.

2. The Joint Investment and Trade Promotion Sub-group focused its efforts on the following areas:

Through study visits and seminars with its counterpart, the Sub-group aimed to give Guangdong enterprises a deeper understanding of the business environment of Hong Kong and to enhance the business collaboration between Hong Kong and Guangdong. During the period, the Sub-group has co-organised a “Nansha-Qianhai One Day Study Tour” with the Hong Kong General Chamber of Commerce. The visit aimed to gain an on-the-ground perspective about developments in the region, and future opportunities for cooperation.

3. The Sustainable Development Sub-group focused its efforts on the following areas:

The Sub-group focused on three main areas and they were Air Quality Improvement (including the promotion of electric vehicle), Water Resources Improvement and Solid Waste Treatment. The Sub-group exchanged opinions on major issues of concerns with various stakeholders to explore the related business opportunities and jointly monitor the progress of achieving the targets of sustainable development.

4. 服務業發展及人才資源工作小組的工作重點包括：

協助香港服務業開拓廣東市場是小組的主要目標。於2012年1月，小組與香港總商會合辦「粵港合作新趨勢—促進服務業發展和進一步開拓內地市場」研討會，探討粵港兩地服務業的未來合作方向和開拓內銷市場的最新發展。小組亦積極推動粵港兩地培訓服務和人才資源等相關事宜。

4. The Services Industry Development and Human Resources Sub-group focused its efforts on the following areas:

Assisting Hong Kong's service industries to tap the Guangdong market has been one of the objectives of the Sub-group. A seminar on "New Trends in Hong Kong-Guangdong Cooperation – Promoting the Development of the Services Sector and Further Exploring the Mainland China Market" was jointly organised with the Hong Kong General Chamber of Commerce in January 2012. It focused on discussing the future cooperation in the service sector between Hong Kong and the Guangdong province as well as the latest development of exploring the domestic market. The Sub-group has also strived to promote training services, human resources development and other related matters under the principle of Hong Kong/Guangdong cooperation.

《香港在國家經濟發展中的角色與定位》建議報告

2010年是國家編制《十二五規劃》的關鍵時期。《十二五規劃》不僅是國家在2011年至2015年的社會和經濟發展藍圖，同時亦對香港的未來發展有深遠的影響，故此，商務委員會於2010年6月開展了專題研究，多方面探討香港在國家經濟發展中的定位與角色，並於同年9月發表建議報告，旨在提出有利於國家和香港長遠發展的建議。

以一國兩制為前提、互惠共贏為原則，研究報告共提出八項建議，供國家在編制《十二五規劃》時充分考慮香港的角色和定位，當中包括鞏固和提升香港作為國際金融、貿易、航運和物流中心、積極探討建設香港作為人民幣離岸中心、支持粵港在創新領域「先行先試」、進一步落實和深化CEPA和支持六項優勢產業的發展(包括檢測和認證、醫療服務、創新科技、文化和創意產業、環保產業和教育服務)等。

Recommendation Report on "Hong Kong's Roles and Positioning in the Economic Development of the Nation"

2010 was the final year for the implementation of the 11th Five-Year Plan for National Economic and Social Development. While the Central Authorities were compiling the 12th Five-Year Plan to lay out the blueprint and the direction for future development, the Business Council proposed to conduct a study on "Hong Kong's Roles and Positioning in the Economic Development of the Nation" in June 2010. The objective was to explore Hong Kong's roles and positioning in the economic development of the nation with a view to putting forward constructive recommendations for the long-term development of the Nation and Hong Kong.

In accordance with the premise of "One Country, Two Systems" and the principle of "reciprocity and mutual benefits", the Business Council proposed 8 recommendations for the consideration of relevant government departments while the Nation was drafting the 12th Five-Year Plan. The recommendations included: consolidating and enhancing Hong Kong's position as an international financial centre, a trade centre, and a shipping (sea and air freight) and logistics centre; actively exploring Hong Kong's development into an offshore Renminbi centre; supporting and promoting the development of Hong Kong's services industry, especially the six priority industries (i.e. testing and certification services, medical services, innovation and technology, cultural and creative industries, environmental industries and education services) etc.



《十二五規劃》於2011年3月正式出台，歷史性地把涉及港澳部份的內容單獨成章，當中就香港在國家經濟發展中的角色與定位的描述，與商務委員會於上述專題研究報告的結果及建議相當一致，令人鼓舞。

《「十二五」時期擴大深化CEPA開放的政策建議》報告

自2003年簽署以來，CEPA是深化粵港服務業合作的重要制度平台，推動CEPA的實施已成為當前粵港合作的核心內容之一。國務院副總理李克強在2011年8月訪港期間提出經貿方面進一步擴大服務貿易對香港的開放，爭取到「十二五」末期，通過CEPA，內地對香港基本實現服務貿易自由化。

有見及此，大珠三角商務委員會特別成立「研究擴大深化CEPA開放」專責小組，與香港特別行政區政府中央政策組協作進行研究，並發表《「十二五」時期擴大深化CEPA開放的政策建議》報告。在廣泛聽取香港商界對CEPA具體實施意見和建議的基礎上，報告檢視目前CEPA服務貿易開放模式的成效，並為推動未來CEPA整體深化發展的創新思維和開放模式提出建議。

For the first time, there was a dedicated chapter entitled “Maintaining the Long-term Prosperity and Stability of Hong Kong and Macao” in the 12th Five-Year Plan promulgated in March 2011. The Business Council was glad to see that the content in the dedicated chapter was highly consistent with the recommendations proposed by the members of the Business Council.

Report on “Policy Recommendations for Further Liberalisation and Deepening of CEPA during the 12.5 Period”

CEPA has been an important institutional platform for deepening the cooperation of service industries between the Guangdong province and Hong Kong since its signing in 2003. Enhancing the implementation of CEPA is the major topic in the Guangdong/Hong Kong cooperation. During his visit to Hong Kong in August 2011, Vice-Premier of the State Council Li Keqiang announced further opening up of trade in services to Hong Kong and pledged to realise a full liberalisation of the service sectors to Hong Kong suppliers by the end of the 12th Five-Year Plan period.

In light of these developments, the Business Council set up an Ad Hoc Group on “Further Liberalisation and Deepening of CEPA”. In collaboration with the Central Policy Unit of the Hong Kong Government, the Ad Hoc Group carried out a research and published a report on “Policy Recommendations for Further Liberalisation and Deepening of CEPA during the 12.5 Period”. After a thorough consultation with the business community in Hong Kong, the report reviewed the current model of trade liberalisation in service sectors under CEPA. It also made recommendations on the trade liberalisation model and provided innovative ideas to enhance further development under the CEPA framework.

《香港國際機場2030規劃大綱》

香港能夠發展成為國際大都會，香港國際機場一直擔綱十分重要的角色。根據香港機場管理局的推算，香港國際機場雙跑道的容量將於2019年至2022年間飽和，屆時機場的運作和配套設施將無法配合大珠三角航空市場迅速增長和香港及至大珠三角區域經濟發展的需求。有見及此，商務委員會邀請了香港機場管理局的代表於委員會會議上介紹香港國際機場最新的20年發展藍圖——《香港國際機場2030規劃大綱》。

討論過不同方案的特色和影響後，商務委員會表示支持興建第三條跑道的方案，因為這個發展將為香港創造更多就業機會，當中估算帶來的經濟效益遠超建築成本的投資金額，不單可以大大提升香港作為航空交通樞紐和繼續保持亞洲國際都會的地位，同時可以配合大珠三角航空市場的未來增長和整個區域及至國家的經濟發展。商務委員會將會繼續關注香港國際機場的未來發展計劃。

商務委員會的對外聯繫

過去兩年，商務委員會與轄下的工作小組積極與粵港兩地政府、廣東省貿促會、廣東省粵港澳合作促進會及有關的商界組織、學術界和專業團體等保持緊密聯繫。主要的聯繫活動包括：

- 2010年3月，商務委員會代表出席由廣州市政府主辦的《2010廣州外經貿白皮書發佈會》。

Hong Kong International Airport Master Plan 2030

The Hong Kong International Airport (HKIA) has been playing an important role for the development of Hong Kong as an international metropolis. According to a forecast by the HKIA, the current two-runway system will reach its full handling capacity between 2019 and 2022. During this period, the transport infrastructure in the HKIA will not be able to accommodate the growing air-traffic demand and the economic development of Hong Kong and the Greater Pearl River Delta region. In view of this, the Business Council invited the representatives from the HKIA to introduce the “Hong Kong International Airport Master Plan 2030”, which is the development blueprint of HKIA for the future 20 years.

The Business Council expressed its support for the construction of the third airport runway after discussing on different development options and their influences. The Council believed the construction of the third airport runway will help create many job opportunities which the benefits to Hong Kong's economy will outweigh its investment cost. This will not only strengthen the status of Hong Kong as an aviation hub and Asian international city, but will also help accommodate the growing aviation market and foster the regional and national economic developments. The Council will continue to keep a close watch on the future development of HKIA.

External Liaison of the Business Council

In the past two years, the Business Council and its Sub-groups maintained close liaison with the Hong Kong and Guangdong Governments, the China Council for the Promotion of International Trade Guangdong Sub-Council (CCPIT Guangdong Sub-Council), Guangdong's Association for Promotion of Cooperation between Guangdong, Hong Kong and Macao, as well as other relevant business organisations, academia and professional bodies. Major liaison activities include:

- In March 2010, representatives of the Business Council attended the “Briefing on the White Book of Guangzhou Foreign Trade and Economy 2010” organised by the Guangzhou Municipal Government.



- 2010年3月和12月，商務委員會與國家發展和改革委員會對外經濟研究所所長張燕生教授和原中共中央政策研究室鄭新立副主任會面，聽取他們簡介國家《十二五規劃》以及當中關於香港特區的論述和最新進展。
- 2010年4月，商務委員會委員應邀前往北京出席粵港政府簽訂《粵港合作框架協議》儀式。
- 2010年6月，主席馮國經博士為特區政府和廣東省人民政府合辦的「粵港合作框架協議宣講會」擔任交流環節主持人，與本地工商專業界持份者一起探討框架協議帶來的更多商機和發展機會。
- 2010年6月，商務委員會的四個工作小組與國家發展和改革委員會宏觀經濟研究院副院長王一鳴先生會面，就《十二五規劃》的編制方向交流意見。
- 主席馮國經博士於2010年9月及2011年8月粵港合作聯席會議第十三次和第十四次會議上，分別親自及以書面形式匯報商務委員會工作進度和介紹未來工作重點。
- 2010年10月，商務委員會代表出席由廣州南沙開發區管委會、廣州市港澳事務辦公室、廣州市貿易經濟合作局合辦的「南沙實施CEPA先行先試綜合示範區論壇」。
- In March and December 2010, the Business Council met with Professor Zhang Yansheng, Director of the Institute for International Economic Research of the National Development and Reform Commission, and Mr Zheng Xinli, Former Deputy Director General of the Policy Research Office of the Communist Party of China Central Committee. The two speakers gave a briefing on the 12th Five-Year Plan with a focus on the part related to Hong Kong and the latest developments.
- In April 2010, Council Members attended by invitation the signing ceremony of the “Framework Agreement on Hong Kong/Guangdong Cooperation” staged in Beijing. The Hong Kong and Guangdong Governments were the signatories to the Framework Agreement.
- In June 2010, Council Chairman Dr Victor Fung hosted an exchange session at the “Forum on the Framework Agreement on Hong Kong/Guangdong Cooperation” co-organised by the Hong Kong and Guangdong Governments. The session saw a good discussion with local business and professional stakeholders on business and development opportunities arising from the Framework Agreement.
- In June 2010, the four Sub-groups of the Business Council met with Dr Wang Yiming, Executive Vice Director of the Academy of Macroeconomic Research of the National Development and Reform Commission, to exchange views on the approach to the 12th Five-Year Plan under formulation.
- At the 13th and 14th plenary meetings of the “Hong Kong/Guangdong Cooperation Joint Conference” held in September 2010 and August 2011, Council Chairman Dr Victor Fung reported in person and in writing respectively the work progress of the Business Council and its future work plan.
- In October 2010, representatives of the Business Council attended the “Forum on the Nansha Integrated Exemplary Zone for CEPA Pilot Implementation”. The forum was jointly organised by the Administration Committee of Nansha Development Zone with the Hong Kong and Macao Affairs Office and the Bureau of Foreign Trade and Economic Cooperation under the Guangzhou Municipality.

- 2010年11月，商務委員會與廣東省貿促會的代表會面，就香港如何配合粵港經濟轉型提供支持、做好為商會會員服務的經驗、以及就如何協助內地企業擴充業務交換意見。
- 2010年12月，主席馮國經博士和部份委員參加深港合作會議的前海區考察活動，實地了解前海的最新發展。
- 2011年4月，主席馮國經博士與國家發展和改革委員會規劃司李守信司長會面，交流對《十二五規劃》的意見。
- 2011年4月，主席馮國經博士與國家發展和改革委員會地區經濟司范恒山司長會面，一起探討香港服務業於珠三角區域和前海的發展潛力和商機。
- 為使社會大眾更深入了解《十二五規劃綱要》，特區政府於2011年4月和8月舉辦「國家十二五規劃綱要論壇」和「分享機遇 共創繁榮」— 國家「十二五」規劃與兩地經貿金融合作發展論壇。主席馮國經博士分別於上述活動擔任交流環節主持人和嘉賓講者，與席上來賓分享對《十二五規劃》以及對內地與香港未來發展的看法。
- 2011年7月，商務委員會與香港貿易發展局合辦圓桌會議，主席馮國經博士與出席的海外商會代表探討《十二五規劃》對內地和香港未來發展的重要影響，以及如何利用當中帶來的契機。
- In November 2010, the Business Council met with the representatives from the CCPIT Guangdong Sub-Council to exchange views on Hong Kong's response to economic restructuring in Hong Kong/Guangdong, experiences of quality service to members of business associations, and assistance for business expansion of Mainland enterprises.
- In December 2010, Council Chairman Dr Victor Fung and a number of Council Members joined a familiarisation visit to Qianhai under the auspices of the Hong Kong/Shenzhen Cooperation Meeting. The group obtained an on-the-ground understanding of Qianhai's latest developments.
- In April 2011, Council Chairman Dr Victor Fung met with Mr Li Shouxin, Director of the Department of Development Planning of the National Development and Reform Commission, to exchange views on the 12th Five-Year Plan.
- In April 2011, Council Chairman Dr Victor Fung met with Mr Fan Hengshan, Director of the Department of Regional Economy of the National Development and Reform Commission, to exchange views on the development potential and business opportunities for Hong Kong services industries in the Pearl River Delta and Qianhai.
- To enhance public understanding of "the Outline of the 12th Five-Year Plan", the Hong Kong Government held the "Forum on the National 12th Five-Year Plan" in April 2011, and the "Sharing Opportunities for Common Prosperity - Forum on the National 12th Five-Year Plan and Economic, Trade and Financial Cooperation and Development Between the Mainland and Hong Kong" in August 2011 dedicated to discussing the 12th Five-Year Plan and the development of economic, trade and financial cooperation between Hong Kong and the Mainland. Council Chairman Dr Victor Fung participated in the former to preside over a sharing session, and in the latter as a guest speaker to share his views on the subject with the convocation.
- In July 2011, the Business Council co-organised with the Hong Kong Trade Development Council a roundtable conference entitled "China's 12th Five Year Plan: An Insiders' Look". Council Chairman Dr Victor Fung shared with participants from overseas business associations his views on the impact of the 12th Five-Year Plan on the future of Hong Kong and the Mainland, and ways to leverage the opportunities presented.



- 2011年8月，主席馮國經博士和部份委員聯同香港投資推廣署接待了日本九洲市政府及商界高層的訪港代表團，分享對《十二五規劃》帶來的機遇和挑戰以及講解珠三角和粵港合作的最新情況。
- 2011年9月至12月期間，商務委員會的「研究擴大深化CEPA開放」專責小組走訪香港各大商會、香港特區工業貿易署、廣東省政府港澳事務辦公室和個別企業，以收集各界對CEPA具體實施的意見。
- 2012年1月，聯合投資貿易推廣工作小組與香港總商會合辦「南沙前海一天考察團」，讓香港商界多角度了解新區發展和發掘更多商機。
- 2012年1月，服務業發展及人才資源工作小組和香港總商會合辦「粵港合作新趨勢 — 促進服務業發展和進一步開拓內地市場」研討會，與出席的商界代表共同探討粵港兩地服務業的未來合作方向和開拓內銷市場的最新發展。
- In August 2011, Council Chairman Dr Victor Fung and a number of Council Members together with InvestHK met with a delegation from Kyushu, Japan comprising high-level officials and business leaders. Dr Fung shared his views on the opportunities and challenges arising from the 12th Five-Year Plan, and updated the delegation on the development of the Pearl River Delta and Hong Kong/Guangdong cooperation.
- Between September and December 2011, the Ad Hoc Group on “Further Liberalisation and Deepening of CEPA” under the Business Council visited major business associations and the Trade and Industry Department in Hong Kong, the Hong Kong and Macao Affairs Office of the People’s Government of Guangdong Province, and individual enterprises to gather a wide spectrum of views on the implementation of CEPA.
- In January 2012, the Joint Investment and Promotion Sub-group co-organised with the Hong Kong General Chamber of Commerce a one-day study tour to Nansha and Qianhai. The event gave the business sector a multi-dimensional view of the new districts and an avenue to open up more business opportunities.
- In January 2012, the Services Industry Development and Human Resources Sub-group joined hands with the Hong Kong General Chamber of Commerce to host a seminar on “New Trends in Hong Kong-Guangdong Cooperation – Promoting the Development of the Services Sector and Further Exploring the Mainland China Market”. The seminar provided a platform for discussion with participants from the business sector on the direction for future Hong Kong/Guangdong cooperation in services industries as well as an update on the opening up of the Mainland domestic market.





**香港特別行政區政務司司長
林瑞麟先生, GBS, JP**

**Mr Stephen LAM Sui-lung, GBS, JP
Chief Secretary for Administration
Hong Kong Special Administrative Region**

國家於2011年公布《十二五規劃綱要》，港澳部分單獨成章，保持香港長期繁榮穩定和深化內地與香港經濟合作已定位為國家發展策略。在未來的日子，粵港合作將充滿機遇，並擔當協助國家促進經濟長期平穩較快發展、全面建成小康社會的角色。粵港共同配合國家政策，深化兩地合作，功能互補乃大勢所趨；大珠三角地區的商界和企業宜把握機會，升級轉型，為促進兩地及至國家整體長遠發展繼續作出貢獻。

過去兩年，大珠三角商務委員會一直高度關注粵港合作的進程和國家的發展，商務委員會曾以《香港在國家經濟發展中的角色與定位》和《十二五時期擴大深化CEPA開放的政策建議》為題進行研究，廣泛收集各工、商和專業界別對《十二五規劃》和CEPA政策措施的意見和建議，供當局考慮。我樂見《十二五規劃綱要》的內容充分考慮和採納了商務委員會的意見，而有關CEPA的研究報告亦獲得社會各界廣泛認同。

The National 12th Five-Year Plan, promulgated in 2011, includes a full chapter dedicated to Hong Kong and Macao. The chapter makes it an official national development strategy to maintain Hong Kong's long-term prosperity and stability and to deepen economic cooperation between Hong Kong and the Mainland.

Through strong collaboration and policies aligned with the national development strategy, Hong Kong and Guangdong are making significant contribution to the nation's long-term economic growth. By complementing each other's strengths, both places can help to maintain the nation's robust economic growth and increasing prosperity.

Businesses and enterprises in the Greater Pearl River Delta are well poised to take advantage of the opportunities arising from these developments for their upgrading and transformation, hence contributing to the sustained development of Hong Kong and Guangdong and, in turn, of the nation as a whole.

The Greater Pearl River Delta Business Council has closely monitored the progress of Hong Kong-Guangdong cooperation and other developments in the Mainland over the past two years. The Business Council has commissioned two studies, namely "Hong Kong's Roles and Positioning in the Economic Development of the Nation" and "Policy Recommendations for Further Liberalisation and Deepening of CEPA during the 12-5 Period". Views and suggestions from the industrial, business and professional sectors on the National 12th Five-Year Plan and



我藉此多謝各位成員在任期內誠摯的付出，支持商務委員會順利履行其職務，吸納工商界、專業團體和民間就粵港合作的意見。展望將來，隨著香港與內地合作的廣度和深度日益加大，將有更多議題需要政府與民間集思廣益、一同推進。我期望商務委員會繼續為粵港經濟合作提出更多寶貴意見，支持有利於粵港合作發展的政策和措施。

香港特別行政區政務司司長
林瑞麟

on policy measures under CEPA were collated for reference by relevant authorities. It is encouraging to note that the National 12th Five-Year Plan takes account of a number of the Business Council's recommendations, and the study report on CEPA has been well received in the wider community.

I thank Members for their contributions to, and support for the Business Council's work. This has enabled the Council to play an effective role in converging opinions on Hong Kong-Guangdong cooperation from the business sector, professional bodies and the community.

As cross-boundary collaboration broadens and deepens more issues will arise that draw on the collective wisdom of the Government and the community. I look forward to the continued input and support from the Business Council.

Stephen LAM
Chief Secretary for Administration
Hong Kong Special Administrative Region



廣東省人民政府副省長招玉芳女士

Ms ZHAO Yufang

Vice-Governor

People's Government of Guangdong Province

粵港兩地唇齒相依、血脈相連、休戚與共。特別是近年來，粵港兩地牢牢把握國家出台珠三角《規劃綱要》、粵港澳合作提升為國家發展戰略的歷史機遇，共同應對國際金融危機衝擊，共同編制實施粵港合作框架協議，推動粵港經濟發展和交流融合碩果累累。去年1-12月，粵港進出口貿易額(含轉口)達5,284.5億美元，增長15%；廣東實際吸收香港直接投資140.3億美元、增長8.62%，合同利用香港資金257.3億美元、增長38.83%。這些成績的取得，離不開香港大珠三角商務委員會的鼎力相助。多年來，香港大珠三角商務委員會充分發揮人才薈萃、智力密集、聯繫廣泛的優勢，全力推動香港生產性服務業進入廣東發展，全力協助廣東企業通過香港商務平台「走出去」發展，全力推動粵港兩地共建優質生活圈，並從全球視野和專業角度提出了許多客觀中肯、見解獨到、針對性強的諍言良策，為加強大珠三角地區商界交流與合作、促進粵港兩地繁榮發展作出了重要的貢獻。藉此《香港大珠三角商務委員會2010-2012年度工作報告》出版之際，我謹代表廣東省人民政府

Sharing the same descent, Guangdong and Hong Kong are intertwined and interdependent in all sense. This bond between us has grown ever closer in recent years. We both ride on the opportunities arising from the Outline of the Plan for the Reform and Development of the Pearl River Delta launched by the Nation. We, together with Macao, form a partnership that has been historically upgraded to a national strategic level. We have jointly tided over the international financial crisis, put in place the Framework Agreement on Hong Kong/Guangdong Cooperation, and scaled new heights in our bilateral economic development, exchanges and integration. The results are most fruitful. In the period from January to December 2011, the import/export trade value (re-export included) between Guangdong and Hong Kong rose 15% to US\$528.45 billion, Hong Kong's actual direct investment in Guangdong rose 8.62% to US\$14.03 billion, and the total value of contracts utilising Hong Kong capital rose 38.83% to US\$25.73 billion. These accomplishments owe much to the unflinching support from the Greater Pearl River Delta Business Council in Hong Kong. The Business Council is acclaimed for its pool of talents with keen intellect and extensive networks. Over the years, it has fully leveraged this strength to promote the entry of Hong Kong producer services industries into Guangdong, offer all necessary assistance to Guangdong enterprises to go global through Hong Kong as its business platform, and promote the creation of a quality living circle in Hong Kong and Guangdong. With its global and professional insights, it has given plentiful objective, perceptive and targeted advice to foster exchanges and cooperation among businesses in the Greater Pearl River Delta region and prosperity of both Guangdong and Hong Kong. On behalf of



表示熱烈的祝賀！對大珠三角商務委員會為推動粵港合作作出的努力和貢獻表示衷心的感謝！

潮平兩岸闊，風正一帆懸。當前，隨著國家“十二五”規劃綱要、珠三角《規劃綱要》和《粵港合作框架協議》的深入實施，粵港合作迎來了前所未有的發展機遇，前景無限廣闊而美好。希望香港大珠三角商務委員會在香港特區政府的領導下，把握機遇、乘勢而上，充分發揮「溝通、研討、建議、促進」的職能，繼續推進和深化粵港交流合作，為促進兩地經濟社會繁榮發展作出新貢獻！

是為序。

廣東省人民政府副省長
招玉芳

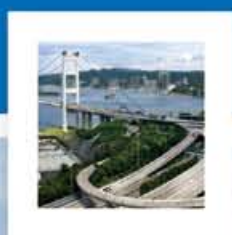
the People's Government of Guangdong Province, I wish to extend our warmest congratulations to the Business Council on the publication of its 2010-2012 Term Report. I would also like to take this opportunity to express our heartfelt appreciation for the dedication and contribution of the Business Council in strengthening the Hong Kong/Guangdong cooperation.

“Calm sea unveils the vast waterside; Fair wind drives our single sail high.” This quote from a poem in the Tang Dynasty echoes how the full implementation of the Outline of the National 12th Five-Year Plan, the Outline of the Plan for the Reform and Development of the Pearl River Delta, and the Framework Agreement on Hong Kong/Guangdong Cooperation has unveiled unprecedented opportunities for Hong Kong/Guangdong cooperation. A bright and promising future is ahead of us. I hope the Business Council, under the leadership of the HKSAR Government, will make full use of the opportunities and play its role in “enhancing communication, conducting studies, making recommendations and encouraging facilitation” to further and deepen our exchanges and cooperation. I look forward to the Business Council's new contributions to the economic and social prosperity of both Guangdong and Hong Kong.

ZHAO Yufang
Vice-Governor,
People's Government of Guangdong Province

主席報告

Chairman's Statement





過去兩年，粵港合作邁上新台階。2011年3月，國家公布的《十二五規劃綱要》，首次設立「港澳專章」，確認粵港合作在國家發展策略中的功能和定位，又明確表示中央政府支持廣東在對香港服務業開放中「先行先試」，並逐步將有關措施拓展到其他地區。

同年8月，國家副總理李克強在訪港期間公布了共三十多項支持香港經濟和社會發展的措施，涵蓋經貿、金融、民生和社會事業、旅遊和粵港合作等廣闊範疇。其後，特區政府與國家商務部簽訂了《內地與香港關於建立更緊密經貿關係的安排(補充協議8)》(CEPA 8)，進一步擴大、深化內地市場對香港開放。這一連串的發展，方向堅定、步伐有序、節奏緊密，皆有助促進大珠三角區域之間優勢互補，雙贏合作。粵港政府、企業和民間各方面倘能把握這些機會，必可在國家改革開放的過程中，繼續貢獻力量。

In the past two years, the cooperation between Guangdong and Hong Kong has made a significant progress. In March 2011, "the Outline of the 12th Five-Year Plan for National Economic and Social Development of the People's Republic of China" (the 12th Five-Year Plan) was promulgated. For the first time, an individual chapter was dedicated to Hong Kong and Macao and the significant functions and positioning of the Hong Kong in the national development strategy was elaborated in the chapter. It also supported Guangdong to further open up its service industries for Hong Kong on a pilot basis and extended the pilot scheme to other regions gradually.

In August of the same year, our Vice Premier Li Keqiang announced more than 30 supportive measures in areas such as trading, finance, people's livelihood and social services for boosting Hong Kong's economic and social developments during his visit to Hong Kong. After that, the Supplement VIII to Closer Economic Partnership Arrangement (CEPA 8) was signed between the Hong Kong and the Ministry of Commerce for deepening the open-up of the Mainland market. These measures helped foster further collaboration in the Greater Pearl River Delta region so that both sides of Guangdong and Hong Kong could be benefitted. Through the work of governments, businesses and communities, we believe we can take economic development of Hong Kong and Guangdong to new heights and make new contributions to our country.

服務業的融合—未來三十年粵港經濟合作模式

粵港過去三十年的緊密合作，在服務業和製造業互相分工，為國家改革開放提供了示範和參考作用。未來三十年，我相信粵港將繼往開來，特別是在服務業方面進一步加強合作，為粵港經濟發展開拓更大空間。在「十二五」期間，廣東致力加快轉變經濟發展方式、調整經濟結構和增加服務業比重，而香港服務業發展成熟，佔生產總值已超過九成，拓展業務腹地，是業界進一步增長的關鍵。由此可見，粵港在服務業的互補性很強，雙方合作，長遠將有助強化大珠三角區域在世界經濟中的綜合競爭力。

Integration of Services Industries-Mode of Economic Cooperation of Hong Kong-Guangdong in the Coming 30 Years

The close cooperation of Hong Kong and Guangdong in the services and manufacturing industries in the past three decades serves as an example from which our country could draw reference in its reform and opening up. In the coming 30 years, I believe Hong Kong and Guangdong will continue to work closely together especially in strengthening cooperation in the services industries to add higher value to the economies of Hong Kong and Guangdong and to serve the market in the whole Nation. During the 12th Five-Year period, Guangdong proposes to expedite the transformation of the mode of economic development, adjust its economic structure and increase the weighting of the services industries. In Hong Kong, our services industries already account for over 90% of our GDP; and we would like to extend our service hinterland. We can see that there is strong complementarity between Hong Kong and Guangdong in the services industries. Cooperation will be conducive to strengthening the combined competitiveness of the Greater Pearl River Delta region in the international arena in the long run.



應充分運用廣東強勁的製造基礎，促進企業「出口轉內銷」

近年，全球發展的一個新趨勢，是經濟重心逐步轉向亞洲。世界各主要品牌均愈來愈重視開發亞洲市場。從企業的角度來說，中國已不僅僅是一個生產採購基地，亦是潛力巨大的銷售市場。從「中國生產」到「中國銷售」，將會是「十二五」期間的重要主題。

目前，廣東有強大的製造和出口實力。面對傳統出口市場停滯，正在急速成長的中國內銷市場正好帶來機會。倘能協助在廣東的生產企業就地升級、開拓內銷市場，落實內外貿一體化，將是粵港未來發展的關鍵所在。多年來，香港企業在開拓國際市場、供應鏈管理、批發分銷、物流等方面已累積豐富的經驗，正好把握機會發揮優勢服務內地市場，從而促進香港和珠三角成為全國和亞太區的生產、物流、分銷和零售中心。

Making Full Use of the Strong Manufacturing Base of Guangdong, Businesses should be Encouraged to Switch from Export to Domestic Sales

There is currently a global trend of shifting the economic axis towards Asia. World's major brands are attaching increasing importance to the development of the Asian market. From the perspective of many enterprises, China will no longer be a mere production and procurement base but an enormous market with immense potential. The key theme in the 12th Five-Year period will be a shift from "Made in China" to "Sold in China".

Guangdong has strong manufacturing industry and export capabilities. Given the development of Mainland's domestic market, the key to the future development of Guangdong and Hong Kong lies in whether we could help combine production with sales and coordinate the integration of domestic and external trade. Hong Kong has rich experience in developing overseas markets, supply chain management, wholesale and distribution as well as logistics. We should leverage our advantage to serve the Mainland market, thereby making Hong Kong and the Pearl River Delta the production, logistics, distribution and retail centre of the country as well as the Asia-Pacific region.



促進四流、善用CEPA和重視人才

為配合兩地服務業的合作、促進內外貿一體發展，在「一國兩制」的基礎上，粵港雙方可考慮以下幾方面：

首先，要素流動是提升一個經濟區實力的重要一環。粵港應完善各項交通基礎建設的連接，同時，要簡化通關手續，在合適的通關口岸採用「一地兩檢」，及引入更多便捷人才、資金、資訊和貨物自由流動的措施。

另外，我們應進一步落實《十二五規劃》及《粵港合作框架協議》，充分發揮CEPA在開拓內地市場的關鍵作用，利用好深圳前海、廣州南沙、珠海橫琴等示範區，在完善服務業的標準和制度對接以及「出口轉內銷」政策等領域「先行先試」，建立平台，大力發展內銷業務。針對目前個別服務業發展遇到在制度方面的障礙，粵港兩地可共同提出建議，通過逐步完善相關的法律法規和配套政策，促進服務業發展，以吸引更多海外企業在大珠三角成立總部公司，創造需求和帶動就業。

更重要的一點，是我們應重視人才培訓，這包括大學教育和企業對員工的培訓。人才質素決定一個地區的長遠競爭力。在「十二五」期間，國家希望將服務業從現在佔整體生產總值的約百分之四十三增加到百分之四十七，在發展現代服務業領域，人才的重要性將更突出，也是走向更高增值的重要基礎。因此，粵港可加強在教育 and 培訓領域的交流合作，並推出政策吸納世界人才，使大珠三角成為人才聚集的地區。

Promoting the Flow of Four Elements, Making Use of CEPA and Cherishing Talents

To coordinate the cooperation of services industries of the two places and to promote the integration of domestic and external trade under the principle of “One Country, Two Systems”, the two sides may consider the following:

First, flows. It is an important element in the creation of an economic area. Guangdong and Hong Kong should improve the connectivity of their transport infrastructure. Customs and immigration formalities should also be streamlined and there should be co-location of clearance facilities at suitable boundary control points to facilitate the free flow of talents, capital, information and goods.

We should also further implement the 12th Five-Year Plan and the “Framework Agreement on Hong Kong/Guangdong Cooperation”, capitalise on CEPA in gaining access to the Mainland market, make the most of the demonstration zones of Qianhai in Shenzhen, Nansha in Guangzhou and Hengqin in Zhuhai and take forward early and pilot implementation in areas such as the harmonisation of standards in services industries and the policy of turning exports into domestic sales. In view of the institutional obstacles encountered by individual services industry, Guangdong and Hong Kong could make joint proposals to improve relevant legislation and regulations as well as supporting policies with a view to taking forward development of the services industry so that more overseas businesses will set up headquarters in the Greater Pearl River Delta thereby generate demands and creating jobs.

Last but not the least, we should focus more on training our talents. This includes university education and staff training by businesses. The quality of the workforce is the deciding factor of the long-term competitiveness of a region. In the 12th Five-Year period, our Nation aims at increasing the GDP percentage of the services industries from 43% to 47%. The importance of talents is all the more pronounced as we develop modern services industries. It is also the basis for moving up the value chain. Hong Kong and Guangdong can promote cooperation and exchange in R&D and education to attract talents from all over the world and thus achieving a congregation of talents in the Greater Pearl River Delta.



商務委員會就香港在國家發展中的定位和落實CEPA提建議

商務委員會自2004年3月成立以來，一直致力促進香港與珠三角地區更緊密合作。為使香港可以充分發揮本身獨特的優勢來支持和配合國家發展，商務委員會在2010年特別就《香港在國家經濟發展中的角色與定位》開展了專題研究，旨在深入探討香港在國家經濟發展中的定位與角色，並提出有益於內地和香港長遠發展的建議。在2011年9月，商務委員會也成立了CEPA專責小組，旨在提出擴大深化CEPA開放的政策建議，供兩地相關政策部門參考。兩份報告分別於2010年9月及2012年2月公布。

感謝各位對商務委員會的支持

商務委員會期內各項工作得以順利完成，有賴各委員的支持和積極參與，在此，我謹代表商務委員會，衷心感謝各委員與事務主任盡心竭力為商務委員會服務。我也要特別感謝大會秘書處人員不辭勞苦，為商務委員會暢順運作提供了有力的支援服務。最後，我要感謝粵港兩地政府，以及中國國際貿易促進委員會廣東省分會和廣東省粵港澳合作促進會的鼎力支持和鼓勵，共同促進粵港兩地經貿合作。

大珠三角商務委員會主席
馮國經

Business Council's Recommendations on the Positioning of Hong Kong and Implementation of CEPA

The Business Council has been endeavoring for closer economic cooperation between Hong Kong and the Pearl River Delta ever since its establishment in March 2004. In 2010, the Business Council had proposed to conduct a study on "Hong Kong's Roles and Positioning in the Economic Development of the Nation". The objective was to explore Hong Kong's roles and positioning in the economic development of the Nation with a view to putting forward constructive recommendations for the long-term development of the Mainland China and Hong Kong. In September 2011, the Business Council carried out a research on "Recommendations on Further Liberalisation and Deepening of CEPA during the 12.5 Period", aiming to make recommendations on the trade liberalisation model and provide innovative ideas to enhance further development under the CEPA framework. The reports of the above two studies were issued in September 2010 and February 2012 respectively.

Acknowledgements of the Support for the Business Council

On behalf of the Business Council, I wish to extend my heartfelt gratitude to each of our Members and Staff Officers for their commitment and dedication. Their contribution has brought the various tasks of the Business Council to successful completion. I would also like to thank the Secretariat for its hard work which is pivotal to the smooth operation of the Business Council. Finally, I wish to thank the Hong Kong and Guangdong Governments, the China Council for the Promotion of International Trade Guangdong Sub-Council and the Guangdong's Association for Promotion of Cooperation between Guangdong, Hong Kong and Macao for supporting and encouraging the work of the Business Council as well as fostering trade and economic cooperation between Hong Kong and Guangdong province.

Dr Victor Fung
Chairman
The Greater Pearl River Delta Business Council

職權範圍及架構

Terms of Reference and Structure



向行政長官提出建議，並在粵港合作聯席會議框架下運作，促使大珠江三角洲地區在經濟上更緊密合作，負責：

1. 就加強粵港在經濟及其他方面合作所需的政策及推行策略提出建議，藉此推動兩地更多增值合作和可持續發展；
2. 提供途徑，讓粵港兩地的私營機構就如何進一步促進雙向貿易及投資交流意見；
3. 收集香港商界及專業界別對粵港合作事宜的意見，並轉達兩地政府；
4. 協同中央政策組進行關於大珠江三角洲地區日後經濟發展的策略研究；及
5. 與廣東的省市機關建立更緊密的聯繫。

To advise the Chief Executive and to operate under Hong Kong/ Guangdong Cooperation Joint Conference to foster closer economic cooperation within the Greater Pearl River Delta region by:

1. advising on the policies and implementation strategies needed to enhance the economic and other cooperation between Hong Kong and Guangdong, which in turn will facilitate more value-added operations and sustainable development on both sides of the boundary;
2. providing a forum for the private sectors in Hong Kong and Guangdong to exchange views with one another on how to further promote two-way trade and investments;
3. collecting opinions of Hong Kong business and professional sectors on issues relating to Hong Kong/Guangdong cooperation and channeling them to both governments;
4. in collaboration with the Central Policy Unit, conducting strategic research into the future economic development of the Greater Pearl River Delta region; and
5. establishing closer ties with provincial and municipal institutions in Guangdong.



委員及事務主任名單

List of Members and Staff Officers (2010 – 2012)

主席	Chairman	事務主任	Staff Officers
馮國經博士	Dr Fung Kwok-king, Victor	陳素貞女士	Ms Chan So-ching
		張家敏先生	Mr Chang Ka-mun
		馬家華女士	Ms Ma Ka-wa, Carol
委員	Member	事務主任	Staff Officers
包立賢先生	Mr Andrew Brandler	陳紹雄先生	Mr Chan Siu-hung
陳健波議員	The Hon Chan Kin-por	-	-
陳岳鵬先生	Mr Chan Ngok-pang (1.3.2010 - 19.5.2010)	-	-
陳子政先生	Mr Chan Tze-ching, Ignatius	鄧世安先生	Mr Tang Sai-on, Paul
陳鎮仁先生	Mr Chen Cheng-jen, Clement	麥鄧碧儀女士	Mrs Agnes Mak
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范駿華先生	Mr Fan Chun-wah, Andrew	劉偉仲先生	Mr Lau Wai-chung
方剛議員	The Hon Fang Kang, Vincent	張麗娟女士	Ms Cheung Lai-kuen, Bibi
霍震寰先生	Mr Fok Chun-wan, Ian	楊漫綺女士	Ms Ophelia Yeung
何君堯先生	Mr Ho Kwan-yiu, Junius	徐奇鵬先生	Mr Tsui Kei-pang, Wilfred
許漢忠先生	Mr Hui Hon-chung, Stanley	曾慧儀女士	Ms Eva Tsang
洪克協先生	Mr Hung Hak-hip, Peter	曹端杰先生	Mr Ricky Tso
林孝賢先生	Mr Lam Hau-yin, Lester	黃思樂先生	Mr Billy Wong
林健枝教授	Prof Lam Kin-che	-	-
林淑儀女士	Ms Lam Shuk-yee	王金偉先生	Mr Wong Kam-wai, Andy
		李景偉先生	Mr Lee King-wai, Walter
林天福先生	Mr Lam Tin-fuk, Frederick	梁國浩先生	Mr Stephen Liang
劉鎮漢先生	Mr Lau Chun-hon, Anthony	梁建恆先生	Mr Paul Leung
劉遵義議員	Prof the Hon Lau Juen-yee, Lawrence	-	-
劉鳴煒先生	Mr Lau Ming-wai	-	-
梁劉柔芬議員	The Hon Mrs Leung Lau Yau-fun, Sophie	-	-
李文岳先生	Mr Li Wenyue	吳嘉樂先生	Mr Michael Wu
李大壯先生	Mr Lie-A-Cheong Tai-chong, David	-	-
黃永光先生	Mr Ng Win-kong, Daryl	余漢坤先生	Mr Randy Yu
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單仲偕先生	Mr Sin Chung-kai	-	-
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董立新先生	Mr Tung Lieh-sing, Alan	馮國華先生	Mr Teddy Fung
汪穗中博士	Dr Wang Shui-chung, Patrick (1.3.2010 - 15.2.2011)	葉潤強博士	Dr Y.K. Yip, Kenneth (1.3.2010-15.2.2011)
黃子欣博士	Dr Wong Chi-yun, Allan	-	-
王冬勝先生	Mr Wong Tung-shun, Peter	梁兆基先生	Mr Leung Siu-kay, George
胡定旭先生	Mr Wu Ting-yuk, Anthony	袁莎妮女士	Ms Shirley Yuen
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		孔君道先生	Mr Dodie Hung
余鵬春先生	Mr Yu Pang-chun	蘇兆永先生	Mr Ray So

工作小組 Sub-groups

跨境人流物流工作小組

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劉鎮漢先生	Mr Lau Chun-hon, Anthony	邵世昌先生	Mr Shiu Sai-cheung, Ian

聯合投資貿易推廣工作小組

Joint Investment & Trade Promotion Sub-group

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方剛議員	The Hon Fang Kang, Vincent	李文岳先生	Mr Li Wenyue
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林天福先生	Mr Lam Tin-fuk, Frederick	王冬勝先生	Mr Wong Tung-shun, Peter

可持續發展工作小組

Sustainable Development Sub-group

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委員	Members		
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服務業發展及人才資源工作小組

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單仲偕先生	Mr Sin Chung-kai		

專責小組 Task Groups

《香港在國家經濟發展中的角色與定位》專責小組 Task Group on “Hong Kong's Roles and Positioning in the Economic Development of the Nation”

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工作小組召集人		Sub-group Convenor	
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董立新先生 (跨境人流物流)		Mr Tung Lieh-sing, Alan (Cross-boundary Passenger and Cargo Flow)	
胡定旭先生 (聯合投資貿易推廣)		Mr Wu Ting-yuk, Anthony (Joint Investment and Trade Promotion)	
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「研究擴大深化CEPA開放」專責小組
Ad Hoc Group on “Further Liberalisation and Deepening of CEPA”

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中央政策組代表		CPU Representative	
洪 雯博士		Dr Hong Wen, Wendy	
顧問		Advisor	
封小雲教授		Prof. Feng Xiaoyun	

大珠江三角洲最新發展情況

Latest Developments of the Greater Pearl River Delta





這章節共分為六個部分。首三部分介紹廣東和大珠三角地區的最新經濟概況；第四及第五部分將分析珠三角的發展目標及粵港合作區的新進展。第六部分則簡述大珠三角地區的最新基礎建設項目和政府政策措施。

This chapter is divided into 6 parts. Part I, II and III will give the general economic overview of Guangdong as well as the Greater Pearl River Delta region. Key development goals for Guangdong and latest updates of the cooperation zones between Hong Kong and Guangdong will be covered in Part IV and Part V. Part VI will introduce the major government initiatives and recent infrastructure projects in the Greater Pearl River Delta region.

I. 廣東省經濟發展現況

I. Economic Overview of Guangdong

廣東是中國人口最多的省份。根據2011年的廣東統計年鑑，廣東共有常住人口1.044億，土地面積為179 812.7平方公里。

Guangdong is the most populous province in China. Encompassing a total land area of 179 812.7 sq. km, the province had a 104.4 million permanent population by the end of 2010, according to the Guangdong Statistical Yearbook 2011.

廣東位處南中國沿岸，由21個地級市組成。其中，廣州、佛山、肇慶、深圳、東莞、惠州、珠海、中山、江門九座城市統稱為珠三角地區。珠三角地區是中國製造業的重鎮，2010年佔廣東地區生產總值79%，並佔廣東社會消費零售總額72.4%。

Located on the southern coast of China, Guangdong is composed of 21 cities at prefecture level. Of which, Guangzhou, Foshan, Zhaoqing, Shenzhen, Dongguan, Huizhou, Zhuhai, Zhongshan and Jiangmen are the 9 major cities forming a region commonly known as the Pearl River Delta. The Pearl River Delta region, a manufacturing hub of national importance, contributed 79% to total GDP of Guangdong in year 2010. Meanwhile, the region also accounted for a 72.4% share of total retail sales of consumer goods of Guangdong in 2010.



1. 廣東地區生產總值

2010年，廣東錄得地區生產總值45,472.8億元人民幣，同比增長15.2%。到2015年，廣東的生產總值預期將達到66,800億元人民幣，年均增長8%。

1. GDP of Guangdong

In 2010, Guangdong registered a GDP of RMB 4.5 trillion with a year-on-year growth of 15.2%. It is forecasted that the total GDP will reach RMB 6.7 trillion by 2015, with an annual growth rate of 8%.



資料來源：2011廣東統計年鑑
* 2015年數字為預算值

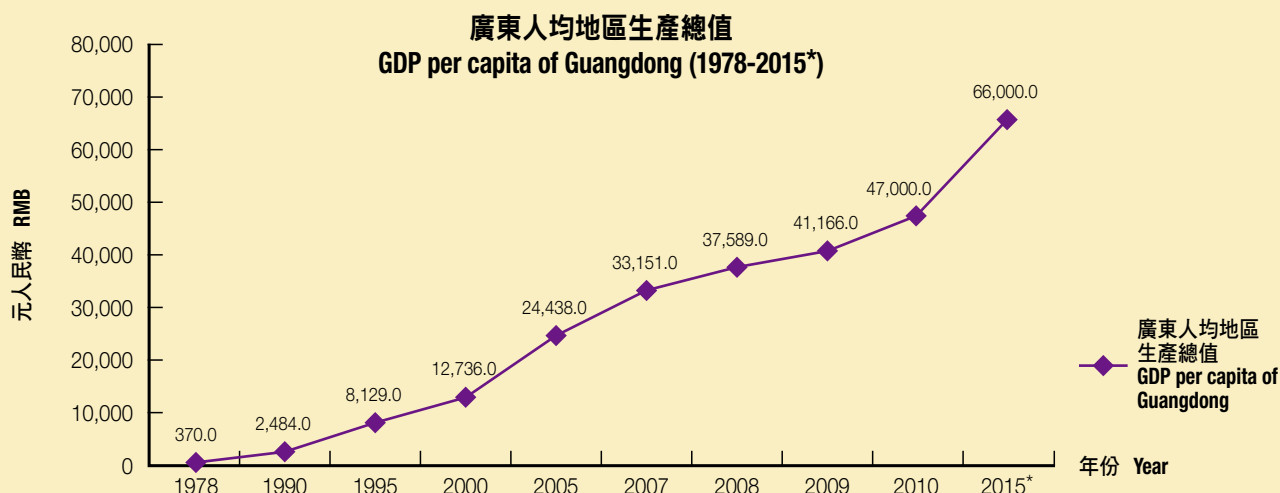
Source: Guangdong Statistical Yearbook 2011
* The figure of 2015 is projection

2. 人均地區生產總值

自中國經濟改革開放以來，廣東人均地區生產總值由1978年的370元人民幣，增加至2010年的47,000元人民幣，年均增長14.2%；預計到2015年將增至66,000元人民幣，年均增速7%。

2. GDP Per Capita

Since China adopted the economic reform and opening-up policy, the GDP per capita of Guangdong has increased from RMB 370 in 1978 to RMB 47,000 in 2010, representing an annual growth of 14.2%. It is expected that the GDP per capita will increase to RMB 66,000 by 2015, with an annual growth rate of 7%.



資料來源：2011廣東統計年鑑
* 2015年數字為預算值

Source: Guangdong Statistical Yearbook 2011
* The figure of 2015 is projection



3. 消費品零售額

隨著居民的收入增加，消費品零售額由1978年的79.9 億元人民幣，增至2010年的17,414.7億元人民幣，按年增長16.9%；預計到2015年將達到35,000億元人民幣。

3. Retail Sales of Consumer Goods

In line with the income growth, the amount of retail sales of consumer goods has increased from RMB 8.0 billion in 1978 to RMB 1.7 trillion in 2010 with an annual growth of 16.9%. By estimation, the figure will reach RMB 3.5 trillion by 2015.

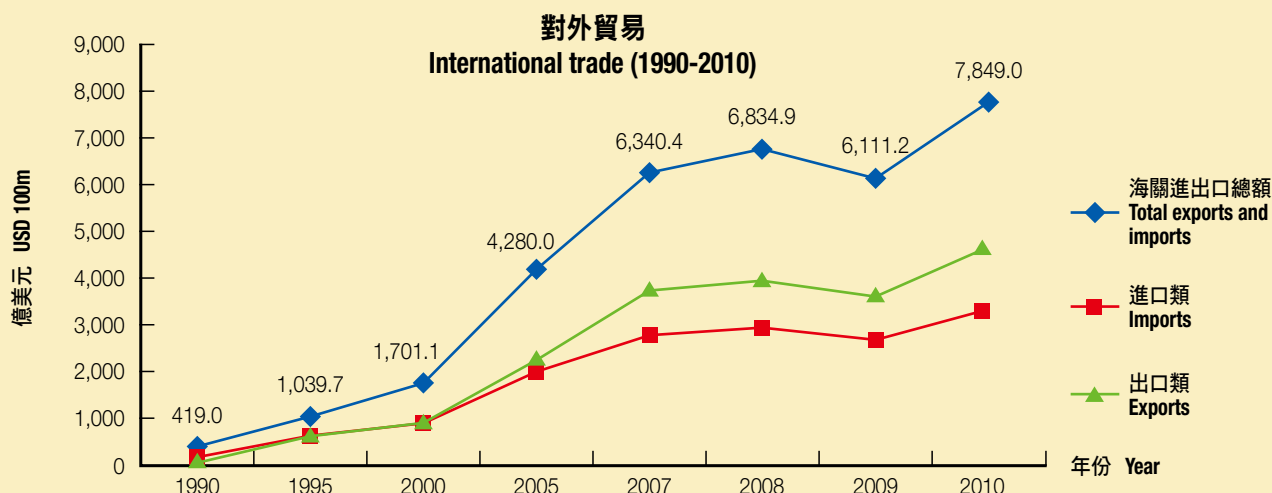


4. 進出口總額

2010年，廣東進出口總額為7,849.0億美元，其中，進口額為3,317.1億美元，出口額為4,531.9億美元，全年貿易順差1,214.8億美元。2010年，廣東佔全國進口和出口總額的26.3%和29.6%。到2015年，廣東進出口總額將超過1萬億美元。

4. Total Exports and Imports

Total imports and exports of Guangdong were USD 784.9 billion in 2010. Of which, total imports were USD 331.7 billion and total exports were USD 453.2 billion, representing a total trade surplus of USD 121.5 billion. In 2010, Guangdong accounted for 26.3% of the total national imports and 29.6% of the total national exports. By 2015, the total imports and exports will exceed USD 1 trillion.



II. 珠江三角洲九市*經濟情況 (2009-2010年)

II. Major Economic Indicators of the Pearl River Delta* (2009-2010)

珠江三角洲九市 Nine cities in PRD	2009	佔全省比重 Percentage to the Guangdong province (%)	2010	按年增長 Year-on-year growth rate (%)	佔全省比重 Percentage to the Guangdong province (%)
基本資料 Basic information					
土地面積 (平方公里) Land Area (sq.km)	54 733.0	30.4	54 733.0	/	30.4
年末常住人口 (萬人) Permanent Population at the Year-end (10 000 persons)	5 361.7	52.9	5 616.4	4.8	53.8
城鎮人口 (萬人) Urban Population (10 000 persons)	4 336.6	67.5	4 646.0	7.1	67.2
年末從業人員 (萬人) Employed Persons at the Year-end (10 000 persons)	3 261.0	57.7	3 377.4	3.6	58.7
生產數據 Production data					
地區生產總值 (億元人民幣) Regional GDP (RMB 100 million)	32,147.0	79.4	37,673.3	17.2	79.0
第一產業 Primary Industry	723.6	35.7	809.8	11.9	35.1
第二產業 Secondary Industry	15,427.5	80.0	18,313.5	18.7	79.3
第三產業 Tertiary Industry	15,995.9	83.4	18,550.0	16.0	83.2
各產業佔地區生產總值比例 Ratio of Industries to the Gross Domestic Product (%)					
第一產業 Primary Industry	2.3	/	2.1	-0.2	/
第二產業 Secondary Industry	48.0	/	48.6	0.6	/
第三產業 Tertiary Industry	49.8	/	49.2	-0.6	/
人均生產總值 (元人民幣) GDP per capita (RMB)	61,231.0	/	68,633.3	12.1	/
本土經濟 Domestic Economy					
全社會固定資產投資總額 (億元人民幣) Total Investment in Fixed Assets (RMB 100 million)	9,603.6	71.9	11,355.8	18.2	70.5
社會消費品零售總額 (億元人民幣) Total Amount of Retail Sales of Consumer Goods (RMB 100 million)	10,834.7	72.8	12,613.2	16.4	72.4
對外經濟 External Economy					
出口總額 (億美元) Total Exports (USD 100 million)	3,417.8	95.2	4,318.0	26.3	95.3
進口總額 (億美元) Total Imports (USD 100 million)	2,430.5	96.4	3,195.0	31.5	96.3
實際外商直接投資 (億美元) Realised Foreign Direct Investment (USD 100 million)	175.1	89.6	183.5	4.8	90.5

資料來源：2011廣東統計年鑑

* 包括廣州、佛山、肇慶、深圳、東莞、惠州、珠海、中山、江門

Source: Guangdong Statistical Yearbook 2011

* Includes Guangzhou, Foshan, Zhaoqing, Shenzhen, Dongguan, Huizhou, Zhuhai, Zhongshan and Jiangmen



III. 大珠三角地區的基本資料 (2010年)

大珠江三角洲覆蓋位於廣東省的九座城市，包括廣州、佛山、肇慶、深圳、東莞、惠州、珠海、中山、江門，以及香港和澳門兩個特別行政區。以下圖表展示不同城市的基本資料。

III. Basic Facts and Figures of the Greater Pearl River Delta, 2010

The Greater Pearl River Delta comprises nine major cities in Guangdong, namely Guangzhou, Foshan, Zhaoqing, Shenzhen, Dongguan, Huizhou, Zhuhai, Zhongshan and Jiangmen, as well as two special administrative regions, namely Hong Kong and Macao. The exhibit below shows the basic facts and figures of the respective cities.



資料來源：2011廣東統計年鑑
香港統計處
澳門統計暨普查局

Source: Guangdong Statistical Yearbook 2011
Census and Statistics Department of Hong Kong
Statistics and Census Service of Macao

IV. 廣東三個經濟圈的發展目標

響應國家發展和改革委員會在2009年年初發布的《珠江三角洲地區改革發展規劃綱要（2008—2020年）》和廣東省政府在2009年年中發布的《關於加快推進珠江三角洲區域經濟一體化的指導意見》，珠三角九市先後簽定「一體化」合作框架協議，藉此整合資源，加強協調，從而推進同城發展，形成以廣州為中心城市的中心區域、以深圳市為中心城市的珠江東岸區、以珠海為中心城市的珠江西岸區，即「廣佛肇」（廣州、佛山、肇慶）、「深莞惠」（深圳、東莞、惠州）和「珠中江」（珠海、中山、江門）三個經濟圈。

廣東政府已為「廣佛肇」、「深莞惠」和「珠中江」三個經濟圈定下發展目標，並詳列於以下圖表。

IV. Key Development Goals of the Three Economic Circles in Guangdong

In response to “the Outline of the Plan for the Reform and Development of the Pearl River Delta (2008 to 2020)” released by the National Development and Reform Commission in early 2009 and the “Guiding Opinions on Expediting the Economic Integration in the Pearl River Delta Region” promulgated by the Government of Guangdong province in mid 2009, the nine cities of Pearl River Delta had one after another entered into a cooperation framework agreement on regional integration. The aim was to integrate resources and strengthen collaboration with a view to further urban integration, a process which has given rise to the formation of three economic circles, namely the Guangzhou-Foshan-Zhaoqing Economic Circle with Guangzhou as its core city; the Shenzhen-Dongguan-Huizhou Economic Circle, which encompasses the eastern Pearl River Delta region with Shenzhen as its core city; and the Zhuhai-Zhongshan-Jiangmen Economic Circle comprising the western Pearl River Delta region with Zhuhai as its core city.

Key development goals of the three economic circles set out by the Guangdong Government are listed in the exhibit below.

大珠三角地區的主要發展目標 (2011至2012年)

Key Development Goals of the Pearl River Delta Region in 2011 and 2012

	珠三角九市 City	年份 Year	人均地區 生產總值 (人民幣) GDP per capita (RMB)	服務業 增加值比重 Service industry as a share of GDP (%)	城鎮化水平 Urbanisation rate (%)	城鎮居民人均 可支配收入 (人民幣) Urban household disposable income per capita (RMB)	農村居民人均 純收入 (人民幣) Rural net income per capita (RMB)
深莞惠經濟圈 Shenzhen- Dongguan- Huizhou Economic Circle	深圳 Shenzhen	2011	113,129	56	100.0	34,100	-
		2012	121,048	58	100.0	36,800	-
	東莞 Dongguan	2011	72,000	47	87.2	37,476	15,238
		2012	80,000	48	87.5	39,537	16,457
	惠州 Huizhou	2011	44,182	37	62.2	25,200	8,682
		2012	50,000	38	62.5	27,500	9,200
廣佛肇經濟圈 Guangzhou- Foshan- Zhaoqing Economic Circle	廣州 Guangzhou	2011	97,900	63	83.0	32,800	13,148
		2012	103,700	65	83.2	35,800	14,332
	佛山 Foshan	2011	92,000	38	93.5	28,900	12,480
		2012	102,000	40	94.4	31,800	13,478
	肇慶 Zhaoqing	2011	25,500	44	48.5	17,733	7,235
		2012	30,000	45	50.0	19,152	7,799
珠中江經濟圈 Zhuhai- Zhongshan- Jiangmen Economic Circle	珠海 Zhuhai	2011	81,000	48.7	85.7	26,900	9,818
		2012	85,200	51	86.1	29,600	10,505
	中山 Zhongshan	2011	74,000	41	87.5	25,810	14,034
		2012	80,000	43	88.0	27,230	15,000
	江門 Jiangmen	2011	37,700	38	50.6	22,474	8,786
		2012	40,500	40	50.9	24,609	9,488

資料來源：廣東省人民政府

Source: Guangdong Government



V. 粵港重點合作區：深圳前海和廣州南沙

自中國經濟改革開放以來，廣東一直擔當「試驗田」的角色，為國家的經濟發展提供示範作用。三十多年後，廣東再被賦予「先行先試」的任務，其中，深圳前海和廣州南沙將是實踐「先行先試」的重點區域。

V. Major Cooperation Zones between Hong Kong and Guangdong

Since the opening up of China in late 1970s, Guangdong has been serving as a testing field for exploring a new direction for the economic development of China and also as a role model showcasing the benefits of the opening up policy. Three decades on, Guangdong is once again endowed with an opportunity to test-run the concepts of “Early and Pilot Implementation”. It is noteworthy that the Qianhai area in Shenzhen and Nansha in Guangzhou have been chosen as the major cooperation zones between Guangdong and Hong Kong for seeking breakthroughs in innovative domains.

粵港合作區 Cooperation zones between Hong Kong and Guangdong	面積 Area	產業發展方向 Major industries	發展目標 Development goals	主要規劃文件 Major development plans
深圳前海 Qianhai, Shenzhen	15平方公里 15 sq.km	重點發展現代服務業，包括金融、物流、信息科技等 Focusing on the development of modern service industries such as finance, logistics and information technology	到2020年，成為亞太區重要的生產性服務業中心和世界服務貿易重要基地 To become a prominent producer service centre in the Asia-Pacific region and a world-class trading service base by 2020	《前海深港現代服務業合作區總體發展規劃》 “Overall Development Plan of Qianhai for the Cooperation between Shenzhen and Hong Kong in Modern Service Industry”
廣州南沙 Nansha, Guangzhou	803平方公里，其中陸地面積570平方公里 803 sq.km with land area of 570 sq.km	推動發展物聯網等智慧產業，探索依托南沙保稅港區建設大宗商品交易中心和華南重要物流基地 Promoting the development of intellectual industries such as the internet of things, and exploring the development of a bulk commodity trading centre and a major logistics base in South China in the vicinity of Nansha Bonded Port Area	四大功能：粵港澳全面合作新平台、珠三角世界級城市群新樞紐、華南地區科學發展新引擎、國家實施海洋戰略新基地 Four functions: a new platform for comprehensive cooperation between Guangdong, Hong Kong and Macao, a new world-class logistics hub in the Pearl River Delta region, a new engine of scientific development in South China, a new base for the implementation of the national maritime strategy	《廣州南沙新區總體概念規劃綜合方案》 “Comprehensive Proposal for the Overall Conceptual Plan of Nansha, Guangzhou”

資料來源：前海和南沙的規劃文件

Source: Development Plans for Qianhai and Nansha

VI. 主要政策措施和基建項目

主要政策措施

1. 國家十二五規劃綱要

《中華人民共和國國民經濟和社會發展第十二個五年規劃綱要》於2011年3月16日正式公布，突破性地將「保持香港澳門長期繁榮穩定」單獨成章，詳述香港特區在國家發展戰略中的重要功能定位。其中，重點提到支持深化內地與香港的經濟合作，繼續實施CEPA，確定《粵港合作框架協議》中粵港合作的重要功能定位，包括建設以香港金融體系為龍頭的金融合作區域和世界級城市群，以及支持廣東在對香港服務業開放中先行先試，並逐步將有關措施拓展到其他地區。

VI. Major Policy Initiatives and Infrastructure Constructions

Major Policy Initiatives

1. The 12th Five-Year Plan

“The Outline of the 12th Five-Year Plan for National Economic and Social Development of the People’s Republic of China” (the 12th Five-Year Plan) was officially promulgated on 16 March 2011. For the first time, an individual chapter entitled “Maintaining the Long-term Prosperity and Stability of Hong Kong and Macao” was dedicated to Hong Kong and Macao. The significant functions and positioning of the Hong Kong Special Administrative Region in the national development strategy were elaborated. The dedicated chapter clearly set out the Central Authorities’ support for Hong Kong to deepen economic cooperation with the Mainland and continue to implement CEPA. It also confirmed the significant functions and positioning of Hong Kong’s cooperation with Guangdong under the “Framework Agreement on Hong Kong/Guangdong Cooperation”, including the establishment of a financial cooperation zone and a world-class metropolitan cluster with Hong Kong’s financial system taking the lead, and the support for Guangdong to open up its service industries for Hong Kong on a pilot basis and extending the pilot scheme to other regions gradually.



2. 廣東十二五規劃綱要

《廣東省國民經濟和社會發展第十二個五年規劃綱要》繪畫了廣東未來五年的發展藍圖，發展目標包括經濟平穩較快增長、產業結構優化升級、創新能力顯著加強、區域差距逐步縮小、城鄉居民收入普遍較快增加、社會事業全面發展和生態環境明顯改善等。經過三十多年的經濟快速增長後，在2011至2015年期間，廣東預期地區生產總值和人均地區生產總值的年均增速將放慢至8%和7%，同時將更重視改善民生和建設「幸福廣東」。

2. 12th Five-Year Plan of Guangdong

As the blueprint of the development of Guangdong in the next five years, the “12th Five-Year Plan (2011-2015) of Guangdong” set out the following goals including steady and fast economic growth, optimised and upgraded industrial structure, improvement of innovation capability, reduction of regional development disparity, accelerated growth of urban and rural residents' income, comprehensive development of social undertakings and significant improvement of ecological environment. After three decades of astonishing double-digit economic growth, Guangdong proposed to lower its targets of annual GDP growth and per capita GDP growth to 8% and 7% during the 12th Five-Year Plan period (2011-2015); instead, the province placed huge emphasis on the quality of growth in order to achieve “real happiness (well-being)” for its people.

廣東十二五期間的發展目標

Key Development Goals of Guangdong by 2015

指標 Indicators	地區生產總值 (億元人民幣) GDP (RMB 100 million)	人均地區 生產總值 (元人民幣) GDP per capita (RMB)	服務業 增加值比重 Contribution of service industry to GDP	城鎮化水平 Urbanisation rate	城鎮居民人均 可支配收入 (元人民幣) Urban household disposable income per capita (RMB)	農村居民人均 純收入 (元人民幣) Rural net income per capita (RMB)
2010	45,473	47,000	44.6%	64%	23,898	7,890
2015	66,800	66,000	48%	68%	35,100	11,600
年均增長率 Annual growth rate (%)	8或以上 8 or above	7或以上 7 or above	-	-	8	8

資料來源：廣東十二五規劃

Source: 12th Five-Year Plan of Guangdong



3. 珠江三角洲地區改革發展規劃綱要(2008-2020)

2009年初，國務院審議通過由國家發展和改革委員會編制的《珠江三角洲地區改革發展規劃綱要（2008—2020年）》（下稱《規劃綱要》），把珠三角發展提升到國家戰略層面，並把粵港澳合作定為國家整體發展策略的重要一環。

《規劃綱要》目標到2012年，珠江三角洲地區的人均地區生產總值要達到80,000元人民幣，服務業增加值比重達到53%。到2020年，珠江三角洲地區的人均GDP要達到135,000元人民幣，服務業增加值比重達到60%。

此外，《規劃綱要》亦提到，推進珠江三角洲地區與港澳地區更緊密合作，包括推進重大基礎設施建設，如軌道交通網絡、信息網絡等方面的對接；支持在珠江三角洲地區的港澳加工貿易企業延伸產業鏈條，向現代服務業和先進製造業發展，實現轉型升級；支持勞動密集型企業順利過渡，並協助港資企業拓展內地市場；深化CEPA力度，做好對港澳地區的「先行先試」工作；共建優質生活圈，鼓勵珠江三角洲地區與港澳地區在教育、醫療、社會保障、應急管理、知識產權保護等方面開展合作，為港澳人員到內地工作和生活提供便利等。

3. The Outline of the Plan for the Reform and Development of the Pearl River Delta (2008-2020)

In early 2009, the State Council approved after examination “the Outline of the Plan for the Reform and Development of the Pearl River Delta (2008 to 2020)” (“Outline”) compiled by the National Development and Reform Commission. The “Outline” elevated the Pearl River Delta development to the level of national strategy, confirming Guangdong-Hong Kong-Macao cooperation as an important part of the strategy for overall national development.

The “Outline” put forward a target for the GDP per capita of the Pearl River Delta to reach RMB 80,000 and its services industries to account for 53% of the regional GDP by 2012. And by 2020, the GDP per capita of the Pearl River Delta was targeted to reach RMB 135,000 and its services industries to account for 60% of the regional GDP.

The “Outline” also mentioned the direction for the Pearl River Delta to forge closer cooperation with Hong Kong and Macao. Relevant measures included major infrastructure projects that aimed to achieve connection among the rail transport and information networks of the three places; support for Hong Kong and Macao processing trade enterprises operating in the Pearl River Delta to extend their industrial chain by transforming and upgrading themselves into enterprises of modern services and advanced manufacturing industries; support for labour-intensive enterprises to achieve smooth transition in their restructuring and for Hong Kong enterprises to access the Mainland domestic market; more in-depth measures for CEPA implementation and preparation for implementing the “early and pilot implementation” arrangements for Hong Kong and Macao; and co-building a quality living area, encouraging the Pearl River Delta, Hong Kong and Macao to work together in the areas of education, healthcare, social security, emergency management and intellectual property protection with a view to providing convenience to people of Hong Kong and Macao working and living in the Mainland.



珠三角地區至2012和2020年的發展目標 Development Goals of the Pearl River Delta Region by 2012 and 2020

發展目標 Development goals	
至2012 By 2012	人均地區生產總值達到80,000元人民幣 GDP per capita to reach RMB 80,000
	服務業增加值增至53% Service industries to account for 53% of the GDP
	城鎮化水平超過80% Urbanisation level to exceed 80%
至2020 By 2020	基本建立完善的社會主義市場經濟體制 A sound system of socialist market economy will be established
	形成全球最具核心競爭力的大都市圈之一 The Pearl River Delta to become one of the world's mega metropolitan regions
	城鄉居民收入水平比2012年翻一番 The income levels for the urban and rural residents to double compared with the levels of 2012
	人均地區生產總值達到135,000元人民幣 GDP per capita to reach RMB 135,000
	服務業增加值增至60% Service industries to account for 60% of the GDP
	城鎮化水平超過85% Urbanisation level to exceed 85%

資料來源：《珠江三角洲地區改革發展規劃綱要(2008-2020年)》

Source: The Outline of the Plan for the Reform and Development of the Pearl River Delta (2008-2020)

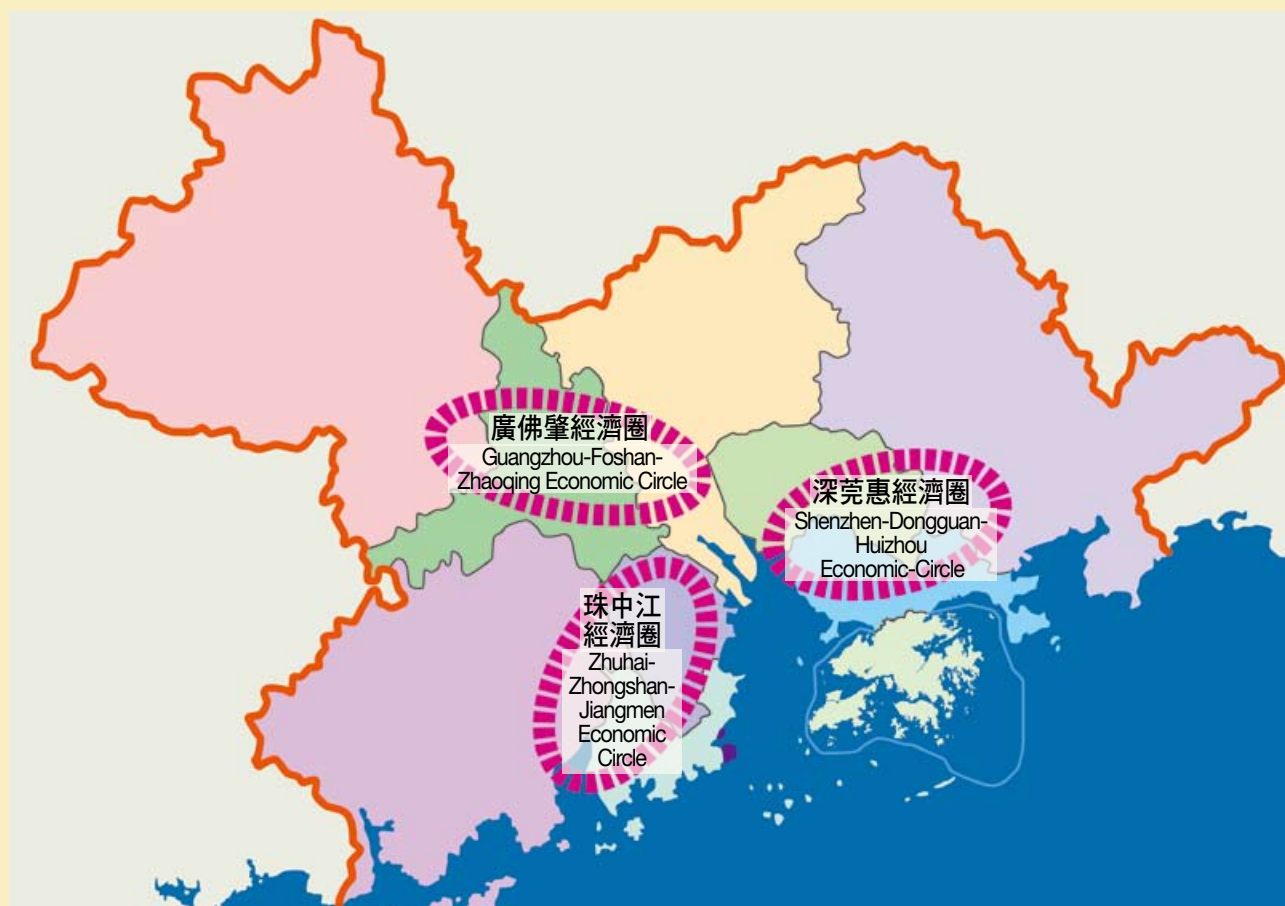


4. 五個一體化規劃

2010年，廣東省政府下發五個一體化規劃，分別是《珠江三角洲基本公用服務一體化規劃》、《珠江三角洲產業布局一體化規劃》、《珠江三角洲城鄉規劃一體化規劃》、《珠江三角洲環境保護一體化規劃》和《珠江三角洲基礎設施建設一體化規劃》，希望藉此整合資源、加強合作協調和壯大實力，從而形成以廣州為中心城市的中心區域、以深圳為中心城市的珠江東岸區、以珠海為中心城市的珠江西岸區，並將以「三環八射」城市軌道交通網絡貫通珠三角所有縣級以上的城市，形成「一小時城市圈」。

4. Five Integrated Plans

In 2010, the Guangdong Provincial Government initiated five integrated planning projects, namely the “Integrated Planning for Public Services of the Pearl River Delta”, the “Integrated Planning for the Industrial Layout of the Pearl River Delta”, the “Planning for Urban-Rural Integration of the Pearl River Delta”, the “Integrated Planning for Environmental Protection of the Pearl River Delta” and the “Integrated Planning for Infrastructure Construction of the Pearl River Delta”. The aim was to integrate resources, strengthen cooperation and coordination, and enhance economic strength with a vision to forming three economic circles, namely the Guangzhou-Foshan-Zhaoqing Economic Circle with Guangzhou as its core city; the Shenzhen-Dongguan-Huizhou Economic Circle, which encompasses the eastern Pearl River Delta region with Shenzhen as its core city; and the Zhuhai-Zhongshan-Jiangmen Economic Circle comprising the western Pearl River Delta region with Zhuhai as its core city, and materialise a “one-hour inter-city circle” by “three circular and eight outbound routes” which connect all the Pearl River Delta cities above county level via inter-city rail network.





5. 促進內銷

為幫助出口企業拓展內銷市場，廣東省政府在2010年7月下發《關於實施擴大內需戰略的決定》，計劃在全國建設八個或以上廣東商品銷售基地或銷售中心，通過銷售基地鼓勵更多的廣東企業拓展國內市場，並在全國推廣廣東優質、先進的服務理念；在廣東省《關於加快經濟發展方式轉變的若干意見》也提到努力開拓內銷市場，措施包括深入推進「廣貨全國行」，支持企業在內地主要城市建立「廣東商貿城」、「廣東商品直銷中心」等內銷平台和廣貨網上銷售等。

此外，商務部、人力資源和社會保障部、海關總署在2010年11月公佈的《開展加工貿易轉型升級試點工作的通知》挑選廣東東莞和江蘇蘇州為「全國加工貿易轉型升級試點城市」，以促進加工貿易轉型升級。

6. 《共建優質生活圈專項規劃》

《共建優質生活圈專項規劃》（《專項規劃》）是首個粵港澳三地共同參與編制的區域性專項規劃，三地於2011年9月1日起就《專項規劃》的初步建議，共同進行為期三個月的公眾諮詢。該規劃提出五個領域主要合作方向，包括提升大珠三角區域環境生態質量、推進大珠三角區域低碳發展、推進大珠三角區域文化民生合作、推進大珠三角區域空間協調發展和促進大珠三角區域發展綠色交通和便利通關。

5. Tapping the Mainland's Domestic Market

To facilitate processing factories to explore the domestic market, Guangdong issued a “Decision Relating to Implementation Strategies to Stimulate Domestic Consumption” in July 2010 with a plan to build more than 8 sales centres to help Guangdong factories to sell products nationwide. It was also stated in the “Opinions Relating to Expediting the Change of Economic Development Mode” of Guangdong to step up efforts on promoting domestic sales. Measures included the promotion of “selling Guangdong products nationwide” and online sales of Guangdong products, and building sales platforms such as “Guangdong Business and Trading Centre” and “Guangdong Merchandise Direct Sales Centre”.

Besides, the Mainland Government introduced a “Notice on Implementing Pilot Works on Upgrade and Transformation of Processing Trade” in November of 2010, choosing Dongguan and Suzhou as the pilot cities to restructure and upgrade their industrial structure in the coming years.

6. “Regional Cooperation Plan on Building a Quality Living Area”

The “Regional Cooperation Plan on Building a Quality Living Area” would be the first regional plan jointly compiled by Hong Kong, Guangdong and Macao. On 1 September 2011, the Governments of the three places jointly launched a three-month public consultation on the initial proposals for the Plan. The Plan suggested cooperation initiatives in the areas of environment and ecology, low-carbon development, culture and social living, spatial planning, and transportation systems.

7. 更緊密經貿關係安排 (補充協議八)

《內地與香港關於建立更緊密經貿關係的安排（補充協議八）》（CEPA 8）已於2011年12月13日簽訂。CEPA 8共有32項服務貿易開放和便利貿易投資的措施，當中包括16個服務領域的23項開放措施；以及加強兩地在金融、旅遊和創新科技產業等領域的合作。有部分行業如保險、旅遊和分銷的開放措施，將會在廣東省「先行先試」。CEPA的深化落實將有助兩地服務業和其他行業的共同發展和提升。

基建項目

1. 港珠澳大橋

國務院在2009年10月已正式批准港珠澳大橋工程的可行性研究報告。粵港澳三地政府已於2009年年底開展港珠澳大橋的主體建造工程，目標2016年完工。港珠澳大橋建成後，珠江西岸將納入香港方圓三小時車程內可達範圍，有助加強珠江西岸與香港的聯繫。大橋於香港水域的本地工程已於2011年年底展開，將配合主橋工程於2016年完成。

2. 廣深港高速鐵路(香港段)

廣深港高速鐵路(高鐵)是一條連接香港、深圳和廣州的高速鐵路。高鐵全長約140公里，香港總站設於西九龍。高鐵可將來往香港與廣州的行車時間由現在約100分鐘縮短至48分鐘。高鐵(香港段)已於2010年動工，預計於2015年完工。高鐵香港段建成後將途經福田、龍華和虎門，直達廣州總站石壁，有利香港與珠三角主要城市實現一小時生活圈。高鐵香港段更會接駁

7. CEPA 8

Supplement VIII to CEPA was signed on 13 December 2011. It provided for a total of 32 services liberalisation and trade and investment facilitation measures, including 23 liberalisation measures in 16 service sectors, and strengthened cooperation in areas such as finance, tourism, innovation and technology. Of which, the Guangdong province has been chosen as the pilot region to practice a number of liberalisation measures in insurance, tourism and distribution sectors. Implementation of the latest measures would further promote the development of service and other industries in the two places.

Infrastructure Constructions

1. Hong Kong-Zhuhai-Macao Bridge

In October 2009, the State Council approved the feasibility study report of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Project. The Governments of the Hong Kong, Guangdong and Macao have commenced the construction of the HZMB Main Bridge in late 2009 for completion by 2016. When completed, western Pearl River Delta will fall within a reachable three-hour commuting radius of Hong Kong, thereby enhancing the connection between Hong Kong and western Pearl River Delta. The local works within Hong Kong waters commenced in late 2011 and will dovetail with the works of the Main Bridge to complete in 2016.

2. The Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link

The Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) is an express rail link connecting Hong Kong, Shenzhen and Guangzhou. The XRL will span about 140 kilometres with the Hong Kong terminus at West Kowloon. With the XRL, the journey time between Hong Kong and Guangzhou will be reduced from about 100 minutes as at present to 48 minutes. The construction of the Hong Kong section of the XRL was commenced in January 2010 for completion in 2015. Upon completion, XRL will provide direct access to the Shibi terminus in Guangzhou via Futian, Longhua and Humen, materialising a "one-hour living circle" covering Hong Kong and major Pearl



至國家高鐵網，連接內地多個主要城市如長沙、上海和北京。

3. 港深西部快速軌道

連接深圳和香港機場的港深西部快速軌道已進入具體規劃階段，並將進一步規劃成多功能的跨界鐵路，以配合深圳前海和香港新界西北的發展。前期研究已大致確認項目在技術上是可行的，倘若建成，兩個機場之間的行程時間將可縮短至約20分鐘。

4. 三環八射

《珠江三角洲地區城際軌道交通同城化規劃》已於2009年12月獲國家發改委批覆。根據有關規劃，廣東計劃在2020年前形成「三環八射」城際軌道交通網絡貫通珠三角所有縣級以上的城市，形成「一小時城市圈」。

第一環：廣佛環線，擴大廣州白雲機場和新廣州站等重要客流集散點輻射範圍，並將把廣州為中心的放射形線路緊密地組合在一起；第二環：由廣莞深、中山-南沙-虎門、廣佛珠三條城際線組成環珠江口的中環線；第三環：由廣莞深、深圳-珠海、廣佛珠三條城際線組成環珠江口的大環線。八條放射線：廣佛肇、廣州-清遠、廣州-惠州、東莞-惠州、深圳-惠州、珠海-斗山、江門-恩平、肇慶-高明。

River Delta cities. The Hong Kong section of the XRL will become part of the national rail network, connecting to various major Mainland cities such as Changsha, Shanghai and Beijing.

3. Hong Kong-Shenzhen Western Express Line

The Hong Kong-Shenzhen Western Express Line connecting the airports of Shenzhen and Hong Kong has entered into substantive planning stage, and will be further planned to be a multi-function cross-boundary railway complementing the developments of Qianhai in Shenzhen and Northwest New Territories in Hong Kong. Preliminary study has largely confirmed that the project is technically feasible; upon completion, the journey time between the two airports will be shortened to approximately 20 minutes.

4. Three Circular and Eight Outbound Routes

In December 2009, the National Development and Reform Commission approved the Inter-city Rail Transport Plan for Urban Integration of Pearl River Delta. According to Guangdong's transport planning, an inter-city rail transport network featuring "three circular and eight outbound routes" will be built by 2020. The network will connect all Pearl River Delta cities above county level and thus materialise a "one-hour inter-city circle".

Circular Route One is the Guangzhou-Foshan route, which will enlarge the accessible area from major passenger nodes like the Guangzhou Baiyun International Airport and New Guangzhou Station and connect closely with the rail network radiating from Guangzhou. Circular Route Two combines three inter-city rail lines (Guangzhou-Dongguan-Shenzhen line, Zhongshan-Nansha-Humen line and Guangzhou-Foshan-Zhuhai line) into a mid-level circular route that travels along the Pearl River Estuary. Circular Route Three is the major circular route that encircles the Pearl River Estuary by combining the Guangzhou-Dongguan-Shenzhen line, the Shenzhen-Zhuhai line and the Guangzhou-Foshan-Zhuhai line. The eight outbound routes include the Guangzhou-Foshan-Zhaoqing, Guangzhou-Qingyuan, Guangzhou-Huizhou, Dongguan-Huizhou, Shenzhen-Huizhou, Zhuhai-Doushan, Jiangmen-Enping and Zhaoqing-Gaoming routes.



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 3rd 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。政府會謹慎考慮機管局的建議，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&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&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>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>3.2 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的（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
進出口貨物 Import/Export				
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
中轉貨物 Transshipment				
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.

工作目標及範圍

本小組的工作目標是透過宣講會、研討會及考察團的活動，讓廣東省民營企業了解香港的營商環境，吸引他們來港發展業務，同時通過和廣東企業的交流及到內地考察，使本地商界了解廣東省企業的營商特色和當地的最新規劃，進一步便利和優化兩地經貿合作，以及加深他們對香港與珠三角城市未來發展規劃的認識，促進提升香港與珠三角各城市之間的協同效應，形成世界級城市群。

工作進度

今屆工作小組的工作集中於宣傳香港是廣東企業擴展海外業務的基地、協助香港企業更清楚地了解廣東省的營商環境以及促進和改善兩地業界的合作等。工作小組一直以來與投資推廣署及廣東省貿促會保持緊密的合作，過往每年共同舉辦「廣東民企赴港考察團」，透過安排工作坊及探訪香港的金融規管機構等活動，協助廣東省民營企業深入了解香港的營商優勢以及在港進行融資或開展業務的情況。

2010年11月，中國國際貿易促進會廣東省分會領導率團訪港，期間與商務委員會代表會面，就雙方關注的事項交流並探討合



Objectives and Scope of Work

The objective of the Sub-group was to help Guangdong enterprises learn about Hong Kong's business environment and attract them to come to Hong Kong for business development through trade promotion seminars and study missions. In addition, it could help improve communications between Guangdong and Hong Kong enterprises and provide good opportunities for Hong Kong enterprises to have a clearer understanding of the business environment in the province. This would also further facilitate and improve cooperation between the two places and promote collaborative development among Hong Kong and the Pearl River Delta cities to form a world-class metropolitan cluster.

Work Progress



The work focuses of this term for the Sub-group were to promote Hong Kong as the “going-out” platform of Guangdong enterprises; to help Hong Kong enterprises further understand the Guangdong business environment; and to facilitate trade and business cooperation. The Sub-group had been working closely with InvestHK and the China Council for the Promotion of International Trade Guangdong Sub-Council (CCPIT Guangdong Sub-Council) and, jointly organised study missions for the privately owned Guangdong enterprises to help them understand more about the business advantages of Hong Kong as well as setting up and expanding business here through investment promotion seminars and visits to the financial regulatory institutions in Hong Kong.



作計劃，攜手致力促進兩地商貿交流與合作。

另外，本工作小組過去一直關注珠三角地區的發展，例如香港與深圳的經濟合作與分工，探討兩地企業如何互補互足，以拓展更多商機。本工作小組連同香港總商會於2012年1月10日舉辦「南沙前海一天考察團」，以求多方面了解新區的發展和珠三角未來新分工，更好地處理區域間的競爭和合作關係，藉此希望有助香港與珠三角區域城市有更好的發展。

此外，商務委員會於2010年就有關香港在國家經濟發展中的角色和定位作研究，本工作小組在研究過程中提供多項建議，促請充分發揮香港服務業優勢，加強香港與廣東省的經貿合作，進一步鞏固香港作為國際金融、貿易和航運及物流中心的地位。

總結

粵港融合的不斷深化，相信未來兩地的商貿和投資往來將更加緊密。商務委員會和工作小組將會不斷努力探討相關事宜和計劃，務求協助兩地推動建立更緊密的經貿關係。

In November 2010, CCPIT Guangdong Sub-Council led a delegation to Hong Kong. Our Council Members met with the delegation to discuss and explore cooperation plan for fostering more exchange and cooperation between two places.

The Sub-group had been paying close attention on the development of the Pearl River Delta region, such as economic cooperation and division of works between Hong Kong and Shenzhen and studying how to complement each other for further broadening business opportunities. On 10 January 2012, the Sub-group and Hong Kong General Chamber of Commerce co-organised a day tour to Nansha and Qianhai to learn more about the development of new districts in the region and future division of works in the Pearl River Delta for better management on regional competition and cooperation.

Besides, the Sub-group put forth a number of suggestions for the research on “Hong Kong’s Roles and Positioning in the Economic Development of the Nation” conducted by the Business Council in 2010. The Sub-group urged that the strength of Hong Kong’s service industry should be well leveraged and economic and trade cooperation of Hong Kong and Guangdong should be strengthened for better consolidating and enhancing Hong Kong’s position as an international financial centre, a trade centre and a shipping and logistics centre.

Conclusion

Continued economic integration with the Pearl River Delta was broadening prospects for wider two-way trade and investment between Guangdong and Hong Kong. The Business Council and the Sub-group would continue to pursue ongoing issues and projects to help further promote this closer economic relationship.

目標

可持續發展工作小組在2010 – 2012年訂定了三個工作主題，分別是改善空氣質素（包括推動電動車輛的使用）、提升水質管理和更有效地處理固體廢物。在這些主題下，工作小組邀請了政府有關部門及工商業界共同探討這些議題和相關的商機，並監察可持續發展目標的進展。

工作小組關注議題

1. 改善珠江三角洲地區空氣質素

工作小組關注香港空氣質素表現的客觀指標，環境保護署表示其網頁每天公布的空氣污染指數，已直接反映香港的空氣質素，亦為市民提供本地空氣污染的資訊及所需的健康指引；香港天文台定期在其網頁發布低能見度時數亦可作為反映空氣污染物水平變化的間接指標。小組亦有參考哈佛大學與理工大學有關香港空氣質素的研究。

小組留意到跨境車輛數目上升令香港空氣污染的問題惡化，環境保護署指出有關車輛必須符合香港訂定的現行排放標準，方會獲發所需牌照和獲准在本港行駛。

工作小組歡迎空氣中污染物濃度自粵港珠江三角洲區域空氣監控網絡於2005年11月建立以來大幅下降。除污染物濃度外，小組建議政府對空氣污染物的總排放量進行監測，而該排放量是受經濟活動的步伐影響。香港亦需注意跨境而來的空氣污染物。粵港雙方應繼續合作致力減少區內污染物的總排放量；其中香港政府與廣東省

Objectives

The Sustainable Development Sub-group focused on three main tasks during 2010-2012, they were: Air Quality Improvement (including the promotion of electric vehicle), Water Resources Improvement and Solid Waste Treatment. The Sub-group exchanged opinions on major issues of concerns with various stakeholders to explore the related business opportunities and jointly monitor the progress of sustainable development.

Major Issues of Concerns

1. Pearl River Delta Regional Air Quality Improvement

The Sub-group concerned about objective and aggregate indicators to measure the air quality in Hong Kong. The Environmental Protection Department (EPD) pointed out that the Air Pollution Index which were publicised daily on-line at the EPD's webpage had directly reflected the air quality in Hong Kong. It also served to inform residents of the local air pollution information and provide the necessary health advisory. The Hong Kong Observatory also regularly released on its webpage the number of hours of reduced visibility which might also serve as an indirect indicator to reflect the variation of air pollutant levels. In addition, the Sub-group referenced the study done by Hong Kong Polytechnic University and Harvard University.

The Sub-group also discussed the increase of cross-boundary vehicles running between Hong Kong and Guangdong had worsened the air pollution in Hong Kong. The EPD pointed out that all those vehicles had to comply with the prevailing emission standards set for Hong Kong before they were issued with the necessary license and allowed to run in the territory.

The Sub-group welcomed the significant reduction in pollutant concentration since the establishment of the Pearl River Delta Regional Air Quality Monitoring Network in November 2005. Apart from pollutant concentration, the Sub-group suggested that there should be monitoring on the total emission which was affected by the level of economic activities. Hong Kong should also be mindful of the pollutants from across the boundary. Hong Kong and Guangdong would cooperate to sustain efforts in reducing total emission in the region. The undertaking of a joint study on the post-2010 arrangements for the reduction of

政府共同研究制定2010年後珠三角地區空氣污染物的減排安排是重要的一環。

2. 區域性綠色能源研發及推動使用電動車輛

對於推廣電動車輛，工作小組留意到現時電動車輛充電設施在私人樓宇及商用物業不足的問題。地產發展商認為在業權沒有分割的私人樓宇中將較為電動車輛提供充電設施；而在業權分散的樓宇中裝設這類充電設施則遇到不少技術性問題，例如鋪設線槽、電力供應及徵求業主及業主組織的同意等。

小組建議政府提供誘因擴展電動車輛充電網絡，鼓勵商業和住宅樓宇提供電動車輛充電設施。小組得悉當局已於2010年8月在推動使用電動車輛督導委員會下成立一個工作小組，以促進擴展電動車輛充電網絡，並一直尋求物業發展及管理業界的合作，在其商業和住宅樓宇設置充電站。同時，當局已豁免電動車輛的首次登記稅，並會設立綠色運輸試驗基金，推動公共交通服務營辦商試驗低污染和低碳的運輸技術，以促進電動車輛普及化。

小組又建議政府考慮進一步方便左軚電動車輛在本港試驗行駛；並與內地合作發展有效率和統一的電動車輛充電系統，尤其需要設計出合適商用車輛的電動車輛快速充電設施，為大珠三角帶來新商機，而且強調能源效益建設為大珠三角地區的長遠環保策略。

air pollutant emission in the Pearl River Delta region was a major initiative.

2. Development of Regional Green Energy and Promoting the Use of Electric Vehicles

On promoting electric vehicles (EV), the Sub-group noted the lack of charging facility at both private and commercial property. Property developers believed it would be easier to provide EV charging facility at private premises of undivided share; on the other hand, for premises with different landlords, installing these facilities would involve many technical hurdles such as trunking, power supply and consent from different owners and owners' organisations, etc.

The Sub-group advised the Government to offer incentives to property developers and users for providing EV charging facilities and using EVs respectively. It was noted that a working group had been formed under the Steering Committee on the Promotion of Electric Vehicle in August 2010 to promote the expansion of the EV charging network. The Government was also encouraging the property development and management sectors to set up EV charging points in their commercial and residential developments. Moreover, the Government had waived the first registration tax on EVs and set up the Pilot Green Transport Fund for public transport operators to test out green and low carbon transport technology including promoting the wider adoption of EVs.

The Sub-group further suggested the Government to consider further facilitate left-hand drive EVs to trial run in Hong Kong. Cooperation with the Mainland on development of an efficient and standardised EV charging system, especially on quick charging to commercial vehicles, could be a business opportunity within the Greater Pearl River Delta region. Building energy efficiency should be emphasised as a long-term environment protection strategy in the Greater Pearl River Delta region.

The Sub-group believed the Government should also regulate the emission from vessels entering Hong Kong waters and encourage ferry operators to switch to using cleaner fuel, such as ultra low sulphur diesel. Government should consider helping owners of diesel light goods vehicles to replace their vehicles with more environmental friendly models. This would, on the one hand, enhance the efficiency of the sector, and on the other hand, help reduce air pollution.

小組亦促請政府規管在港船隻廢氣排放及加快制訂計劃鼓勵渡輪服務營辦商轉用較清潔的燃料，如超低含硫量柴油(超低硫柴油)；及協助柴油輕型貨車的車主轉換環保型號車輛。一方面可以幫助業界提升效率，另一方面亦可以減少空氣污染。

3. 水資源管理

水資源管理方面，小組建議除監察現時東江水供水、香港用水及水質情況，亦關注政府推動節水措施，當中包括鼓勵商戶使用感應式節水水龍頭及研究水塔冷卻水由海水改用洗盥水循環再用；至於小組建議利用經濟誘因而調高自1995年起已沒有增加的水費來鼓勵節水，水務署希望社會有充份的討論才實施。

工作小組留意到近年一些香港企業計劃推行再造水項目，但《環境影響評估條例》所要求的評估程序太繁複，減低有興趣機構採用再造水的決心。小組建議水務署及環境保護署簡化有關程序或者豁免再造水用量較低的企業接受環境評估。有委員提出借鏡新加坡的再造水項目，其理念與污水循環再用相似，當局表示現在香港的供水情況仍未有需要採用再造水作飲用用途。

小組又與發展局研究環保節能節水設備。現時香港綠色建築議會根據國際標準設立了「綠色建築評級認證計劃」(BEAM Plus)，頒發不同級別的證書給設有良好環保節能措施的建築物，同時亦正製作一些

3. Management of Water Resources

On water resources management, the Sub-group suggested monitoring the fresh water supplied from Dongjiang water, Hong Kong's water consumption and quality, as well as Government's effort in promoting water conservation and the use of environmental friendly and energy efficient equipment. Water Supplies Department (WSD) encouraged commercial users to install sensor type water taps with flow restrictors and would conduct study on the use of grey water for cooling purposes. The Sub-group also discussed on increasing water charges, which had remained unchanged since 1995, to encourage water conservation. WSD was of the view that there should be adequate public discussion before implementation of relevant measures.

The Sub-group noticed some local enterprises intending to use reclaimed water, but the assessment procedures required under the Environmental Impact Assessment (EIA) Ordinance were so complicated, which would undermine the willingness of those interested in using reclaimed water. The Sub-group suggested the WSD and the EPD to consider streamlining the said procedures or exempting enterprises with low reclaimed water consumption from the EIA procedures. A member put forward the proposal that Hong Kong could consider drawing reference from the water reclamation project currently implemented by Singapore, which was conceptually similar to the recycling of treated sewage effluent. However, WSD expressed that given the current water supply situation in Hong Kong, there was no pressing need to use reclaimed water for potable purposes.

The Sub-group and Development Bureau concerned about the water conservation facility. The Hong Kong Green Building Council (HKGBC) had developed, on the basis of international standards, a Building Environmental Assessment Method Plus (BEAM Plus) Scheme, which conferred different levels of certificates on buildings with sound environmental friendly and energy efficient measures. To further promote the advantages of energy and water conservation, the HKGBC was also developing guidelines which would outline the investments required for and possible savings achieved by environmental friendly and energy efficient measures for reference by developers and business operators.

指引，列出使用環保節能措施所需的投資以及可節省的金額給發展商及商戶參考，以進一步宣揚節能節水的效益。

至於政府現正研究興建的海水化淡設施，由於運作時需要大量蒸氣，故小組建議水務署利用大亞灣核電站所產生的蒸氣供給海水化淡設施使用，達到環保節能效果。小組也會繼續與政府討論此議題。

4. 保護供港的水源及水質

小組討論珠三角未來供水及用水情況，特區政府曾聯合廣東省水利廳使用科學調度，利用三大水庫蓄水去調節東江流量以及確保東江水供應量足夠，加上現在推行「先節後增」的策略，預計現行的供水安排足以應付未來香港超越2030年的估計用水量。如屆時現有水資源不足，會衡量當時的科技、能源以及經濟效益，考慮採用海水化淡、再造水或洗盥水等策略來增加水資源。而東江在江西的源頭亦得到江西省政府保證，確保在江西的源頭區域不會發展，以保證供港的水質。

The Government was currently studying on the construction of desalination plant. As desalination plant required a large amount of steam during operation, the Sub-group suggested the steam generated from Daya Bay Nuclear Power Station to be used in the plant so to achieve energy saving purpose. The Sub-group would continue to discuss this issue with the Government in coming term.

4. Protecting the Source and Quality of Water Supplied to Hong Kong

On the water supply and usage of the Pearl River Delta, the Hong Kong Government had conducted a joined project with the Water Resources Department of the Guangdong province. Through scientific regulation of the water storage of their three major reservoirs, the Guangdong province was regulating the flow of the Dongjiang River to ensure adequate supply. Together with the current strategy of “containing growth of water demand through conservation”, it was expected that the existing water supply arrangement could cope with the projected water demand in Hong Kong beyond 2030. If water resources were insufficient by then, strategies such as seawater desalination, water reclamation or grey water recycling would be considered to increase water resources, taking into account the technology, energy situation and cost effectiveness prevailing at that time. On the issue of water resources in the Pearl River Delta, the meeting noted that the Jiangxi Provincial Government had indicated that the Central Authorities strongly supported the supply of water to Hong Kong, and Jiangxi was instructed not to develop the source areas of the Dongjiang to protect quality of water supplied to Hong Kong.



5. 污水處理

《十二五規劃綱要》的內容反映國家十分重視公共服務的提升，香港在污水處理、水資源管理及監察等方面的先進經驗若能向內地推展，將會帶來很多商機。香港環保技術服務提供者和供水服務提供者均可利用《內地與香港關於建立更緊密經貿關係的安排》進入內地市場拓展商機。小組會繼續留意兩地污水處理的合作。小組另邀請了環境保護署介紹香港污水處理設施的情況。

6. 固體廢物處理

工作小組探索香港與大珠三角地區合作，運用綜合廢物管理設施的概念，善用可再使用物料，將之轉化成可再使用的資源，唯有關的跨境合作須遵守國家相關法例對廢物進口的管制，以及符合相關國際公約對都市固體廢物跨境轉移的規限。現時香港亦正積極研究將廢物轉化為有用的能源，例如將新界東南堆填區廢物產生的甲烷氣體收集轉化為能源使用。

小組亦建議特區政府可考慮使用新加坡所採用的模式，把固體廢物焚化並製成能源，並把殘餘的廢物灰燼用作興建離岸堆填區。環境保護署現計劃在鄰近石鼓洲的人工島興建首座綜合廢物處理設施，該設施除了將垃圾焚化以減容積外，亦可於焚化過程中產生電能。環境保護署並計劃興建有機資源回收中心，將廚餘轉化成有用的生物氣和堆肥產品。生物氣可成為可再生能源，以供發電及作為其他能源之用。香港現時是利用三個堆填區，以減廢為先、廢物分類可被回收再用或循環再造為次，並提供最終廢物處理方法的綜合方案處理廢物問題。

5. Sewage Treatment

“The Outline of the 12th Five-year Plan” reflected the Nation’s emphasis on enhancement of public services. Business opportunities would arise from application of Hong Kong’s experiences in sewage treatment, water resources management and monitoring in the Mainland. The environmental technology and water supply service providers in Hong Kong could make use of the Closer Economic Partnership Arrangement (CEPA) to gain access to the Mainland market to explore business opportunities. The Sub-group would continue to monitor the cooperation of Hong Kong and the Mainland on sewage treatment. In addition, the Sub-group had invited the EPD to talk about the sewage treatment facilities in Hong Kong.

6. Solid Waste Treatment

Using the concept of Integrated Waste Management Facilities (IWMF), the Sub-group had explored the cooperation with the Greater Pearl River Delta region to make good use of the reusable materials and turn them into reusable resources. However, the cross-boundary cooperation should comply with the relevant national law of China on control of waste import and be in line with the requirements of the relevant international convention on regulating the transboundary movement of municipal solid waste. In the meantime, Hong Kong was actively exploring the option to turn waste into a useful energy source, e.g. collecting the methane generated by the wastes in the South East New Territories Landfill for conversion into energy.

At the same time, Hong Kong could also consider using the model adopted in Singapore where solid wastes were burnt and turned to energy, and use the leftover waste ash to create landfill islands. The EPD was currently planning to develop the first IWMF at an artificial island near Shek Kwu Chau. Apart from reducing refuse volume by incineration, the facilities could generate electricity during the incineration process. The EPD also planned to develop organic waste treatment facilities that could turn food waste into useful biogas and compost products. The biogas could be used as renewable energy for electricity generation and other energy uses. Hong Kong had now three landfills for waste disposal. Our first priority was to reduce waste, and as a second priority we would encourage waste sorting for reuse or recycling purposes. Together with final waste treatment for waste disposal, Hong Kong was pursuing an integrated waste management solution.



本工作小組在2010至2012年的工作重點如下：

協助香港服務業和專業服務業開拓廣東省市場是工作小組的主要目標。為推動業界了解最新政策和措施，工作小組進一步加強與相關商業團體合作，並於2012年1月與香港總商會合辦「粵港合作新趨勢——促進服務業發展和進一步開拓內地市場」研討會，邀請香港特區政府官員、專家學者及業界翹楚發表演說，並與出席的商界代表對話與分享，共同探討粵港兩地服務業的未來合作方向和開拓內銷市場的最新發展。

此外，工作小組亦積極推動粵港兩地培訓服務和人才資源等相關事宜。2008年年初，工作小組與香港貿易發展局合作推出培訓網頁，讓香港的相關培訓機構把各項專業培訓課程的資料匯集起來，方便香港及至大珠三角區域的企業員工能透過互聯網取得各項人力資源和專業培訓資訊。為加強宣傳，工作小組於2011年5月，透過特區政府駐粵經濟貿易辦事處出版的《駐粵辦通訊》，介紹培訓網頁服務，讓更多珠三角企業可以充分利用這個網上資源。

工作小組將繼續改善培訓網頁的運作，增強其功能和成效，令使用過程更便捷、資料更全面。

The major work areas of the Sub-group in 2010-2012 were summarised below:

Assisting Hong Kong's service industries and professional services industries to tap the Guangdong market had been the objectives of the Sub-group. To encourage industries to keep abreast of the latest policies and measures, the Sub-group had further strengthened cooperation with business associations. A seminar on "New Trends in Hong Kong-Guangdong Cooperation – Promoting the Development of the Services Sector and Further Exploring the Mainland China Market" was jointly organised with the Hong Kong General Chamber of Commerce in January 2012. It focused on discussing the future cooperation in the service sector between Hong Kong and the Guangdong province as well as the latest development of exploring the domestic market. Officials from the Hong Kong Government, scholars, and industrial leaders were invited as speakers and they shared their valuable experience with representatives from the business community.

The Sub-group also strived to promote training services, human resources development and other related matters under the principle of promoting Hong Kong/Guangdong cooperation. In early 2008, the Sub-group launched a training webpage with the Hong Kong Trade Development Council, gathering information of various profession training courses provided by institutions in Hong Kong. The webpage was created as a one-stop platform for training services providers to make information about their professional training programmes readily accessible to staff of enterprises in the Greater Pearl River Delta region. In an effort to strengthen promotion, the Sub-group in May 2011 cooperated with the Hong Kong Economic and Trade Office in Guangdong (GDETO) of the Hong Kong Government to introduce the training webpage through the GDETO Newsletter. This allowed more Pearl River Delta enterprises to obtain information from the Internet.

In order to enhance efficiency and provide more comprehensive information to the users, the Sub-group would continue to make improvements and strengthen the functions of the training webpage.

專題研究報告

Reports on Research Studies



《香港在國家經濟發展中的角色與定位》建議報告

Recommendation Report on “Hong Kong’s Roles and Positioning in the Economic Development of the Nation”

2010年是實施《國民經濟和社會發展第十一個五年規劃》的最後一年。在國家正在研究制定《國民經濟和社會發展第十二個五年規劃》(下稱《十二五規劃》)的關鍵階段，大珠三角商務委員會特別撰寫《香港在國家經濟發展中的角色與定位》建議報告，旨在深入探索香港在國家經濟發展中的定位與角色，並提出有益國家和香港長遠發展的參考建議。

2010 was the final year for the implementation of the 11th Five-Year Plan for National Economic and Social Development. While the Central Authorities were compiling the 12th Five-Year Plan for National Economic and Social Development (12th Five-Year Plan) to lay out the blueprint and the direction for future development, the Greater Pearl River Delta Business Council had proposed to conduct a study on “Hong Kong’s Roles and Positioning in the Economic Development of the Nation”. The objective was to explore Hong Kong’s roles and positioning in the economic development of the Nation with a view to putting forward constructive recommendations for the long-term development of the Nation and Hong Kong.



報告的建議主要是由商務委員會轄下的四個工作小組提出，並經過多方討論及研究。報告共分七部分。首四部分闡釋國家在「十二五」期間(2011年至2015年)的內外經濟新形勢、香港過去經濟發展軌跡、已有的優勢和眼前挑戰。在現有基礎和新形勢下，我們在第五部分從產業和區位兩方面，探索香港在國家經濟發展中的角色和定位，並在第六部分提出確立上述定位的建議方向和措施。

以一國兩制為前提、互惠共贏為原則，在報告最後的第七部分，我們歸納和總結商務委員會對國家《十二五規劃》的期望，供有關政府部門參考。商務委員會建議，國家在編製《十二五規劃綱要》時，考慮以下幾點內容：

The recommendations in this report were mainly proposed by the four Sub-groups of the Business Council. They were the results of much deliberation and research. The study report consisted of seven parts. The first four parts illustrated the new economic landscapes (both domestically and abroad) to be faced by the Nation during the 12th Five Year Plan period (2011-2015), the development history of Hong Kong’s economy, our established advantages and the challenges ahead. In view of the existing foundation and new situations, we made in Part V an analysis from sectoral and regional perspectives of Hong Kong’s roles and positioning in the national economic development, and put forward in Part VI recommendations in terms of directions and initiatives that could reinforce the above positioning.

In accordance with the premise of “One Country, Two Systems” and the principle of “reciprocity and mutual benefits”, we summed up the expectations of the Business Council regarding the 12th Five-Year Plan at the end of the report in Part VII for reference by the government departments concerned. We suggested that the Central Authorities consider the following points when drawing up the 12th Five-Year Plan Outline:

《香港在國家經濟發展中的角色與定位》建議報告

Recommendation Report on “Hong Kong’s Roles and Positioning in the Economic Development of the Nation”

從產業角度

- 鞏固和提升香港作為國際金融中心、貿易中心、航運(航海、航空)和物流中心的地位；積極探討建設香港作為人民幣離岸中心；支持和促進香港服務業，特別是六大優勢產業(檢測和認證、醫療服務、創新科技、文化及創意產業、環保產業和教育服務)的發展，並積極尋找新的經濟增長引擎。

從區位角度

- 支持粵港在創新領域「先行先試」，在互惠共贏的前提下，繼續為國家深化改革發揮「試驗田」和「排頭兵」的積極作用，為全國提供參考。
- 充分考慮《珠江三角洲地區改革發展規劃綱要》和《粵港合作框架協議》，並在《十二五規劃綱要》中討論區域發展的部分，突出粵港的位置和作用；進一步落實和深化CEPA，發揮香港在服務業的優勢，加強粵港服務業融合，使珠三角走向更高的增值，共同締造更宜居的國際級大都會，並在率先發展和改革中，配合中西部地區的發展。
- 邁向人、車、貨流無縫接連，完善跨境基礎建設網絡，鞏固粵港成為現代流通經濟圈和亞洲通向國際的樞紐，以及企業地區總部的地位。

From a Sectoral Perspective

- Consolidating and enhancing Hong Kong’s position as an international financial centre, a trade centre, and a shipping (sea and air freight) and logistics centre; actively exploring Hong Kong’s development into an offshore Renminbi centre; supporting and promoting the development of Hong Kong’s services industry, especially the six priority industries (i.e. testing and certification services, medical services, innovation and technology, cultural and creative industries, environmental industries and education services); and proactively identifying new engines of economic growth.

From a Regional Perspective

- Supporting Hong Kong and Guangdong to make use of the “early and pilot implementation” arrangements in innovative domains and to continue under the principle of reciprocity and mutual benefits to serve as a testing field for and a pioneer in deepening the national reform, and thus exerting a positive and exemplary influence on the whole nation.
- Giving full consideration to the Outline of the Plan for the Reform and Development of the Pearl River Delta and the Framework Agreement on Hong Kong/Guangdong Cooperation, and elaborating on the topic of regional development with highlights on the positions and functions of Hong Kong and Guangdong in the 12th Five-Year Plan Outline; further implementing and deepening Closer Economic Partnership Arrangement (CEPA), leveraging the strengths of Hong Kong’s services industry, and promoting integration between the services industries of Hong Kong and Guangdong with a view to facilitating PRD’s development towards a higher-added-value economy, building jointly a world-class metropolis with a better quality living environment, and coordinating the pioneering development and reform of Hong Kong and Guangdong with the development of the central and western regions of the Nation.
- Moving towards seamless connections of the flows of people, vehicles and goods; improving the network of cross-boundary infrastructure; and reinforcing the position of Hong Kong and Guangdong as a modern economic circulation sphere, a gateway for Asia to access global markets as well as a hub of regional headquarters for multi-national enterprises.

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Recommendation Report on “Hong Kong’s Roles and Positioning in the Economic Development of the Nation”

在跟進層面

我們認為：

- 相關的政府部門可根據《十二五規劃綱要》內涉及香港的內容，制定實施和執行方案。
- 可爭取在國家未來制定的不同專項規劃中，充分考慮香港的角色和定位，使香港可作出適當的參與和配合。
- 香港在「十二五」期間，應開展「十三五」的前期準備和研究工作，以增加社會各界的參與、支持和認受。
- 針對目前個別服務業發展在制度上遇到的阻礙，粵港兩地政府及業界可向中央提出建議和爭取支持，並提出具體的修改和執行方案，通過逐步完善國家相關的法律法規、落實CEPA對各行業開放的實施細則及配套政策，促進服務業發展。

Follow-up Actions

We consider that:

- The government departments concerned may formulate implementation and execution plans in accordance with the parts relating to Hong Kong in the 12th Five-Year Plan Outline.
- Efforts should be made to persuade the Central Authorities to take full account of Hong Kong’s roles and positioning when formulating major specific plans in the future, so that Hong Kong can participate and complement the planning as appropriate.
- Hong Kong should start during the 12th Five-Year Plan period to conduct preliminary preparations and studies for the 13th Five-Year Plan in order to garner more participation, support and recognition from all walks of society.
- With regard to the systemic obstacles hampering the development of individual service industries, the Governments and industries concerned of Hong Kong and Guangdong should make recommendations to and solicit support from the Central Authorities, and then put forward concrete remedial and implementation measures so that the development of the services industry can be taken forward through a gradual improvement of the relevant laws and regulations of the Nation and genuine enforcement of the implementation details and supporting policies of CEPA on liberalising various industries.

建議報告全文可於以下網址瀏覽下載：
<http://www.cmab.gov.hk/tc/issues/council.htm>

The recommendation report can be downloaded from this website:
<http://www.cmab.gov.hk/en/issues/council.htm>



《「十二五」時期擴大深化CEPA開放的政策建議》報告 Report on “Policy Recommendations for Further Liberalisation and Deepening of CEPA during the 12.5 Period”

自2003年簽署以來，CEPA是深化粵港服務業合作的重要制度平台，推動CEPA的實施已成為當前粵港合作的核心內容之一。國務院副總理李克強更在2011年8月訪港期間提出經貿方面進一步擴大服務貿易對香港的開放，爭取到「十二五」末期，通過CEPA，內地對香港基本實現服務貿易自由化。

有見及此，大珠三角商務委員會特別成立「研究擴大深化CEPA開放」專責小組，與香港特別行政區政府中央政策組協作進行研究，並發表《「十二五」時期擴大深化CEPA開放的政策建議》報告。在廣泛聽取香港商界對CEPA具體實施意見和建議的基礎上，報告檢視目前CEPA服務貿易開放模式的成效，並為推動未來CEPA整體深化發展的創新思維和開放模式提出建議。

CEPA has been an important institutional platform for deepening the cooperation of service industries between the Guangdong province and Hong Kong since its signing in 2003. Enhancing the implementation of CEPA is the major topic in the Hong Kong/Guangdong cooperation. During his visit to Hong Kong in August 2011, Vice-Premier of the State Council Li Keqiang announced further opening up of trade in services to Hong Kong and pledged to realise a full liberalisation of the service sectors to Hong Kong suppliers by the end of the 12th Five-Year Plan period.

In light of these developments, the Greater Pearl River Delta Business Council set up an Ad Hoc Group on “Further Liberalisation and Deepening of CEPA”. In collaboration with the Central Policy Unit of the Hong Kong Government, the group carried out a research and published a report on “Policy Recommendations on Further Liberalisation and Deepening of CEPA during the 12.5 Period”. After a thorough consultation with the business community in Hong Kong, the report reviewed the current model of trade liberalisation in service sectors under CEPA. It also made recommendations on the trade liberalisation model and provided innovative ideas to enhance further development under the CEPA framework.

與香港關於建立更緊密經貿關係的安排》補充協議八簽署儀式 Supplement VIII to the Mainland and Hong Kong Closer Economic Partnership Arrangement Signing Ceremony



《「十二五」時期擴大深化CEPA開放的政策建議》報告

Report on “Policy Recommendations for Further Liberalisation and Deepening of CEPA during the 12.5 Period”

報告根據近年全球多邊貿易體系的發展趨勢，提出多項加強CEPA效應的實質建議。當中包括構建一個多層次參與的協商機制，讓廣東省參與CEPA中先行先試部分的協商，並且把具體的實施細則制定權力下放與廣東省；並成立由粵港兩地政府、各服務業協會組成的先行先試諮詢機制，實行先諮詢後協商。

此外，報告建議粵港可試行肯定與否定清單的CEPA混合模式，並配合廣東試行服務市場自由化改革，在保留CEPA對服務貿易開放的肯定列表的同時，根據不同服務行業對國家經濟安全的敏感度，分別在廣東漸進式推行「商業存在」的否定列表 – 即把市場准入和國民待遇作為一般義務，協助香港服務商進入廣東服務市場。

在加大CEPA投資貿易便利化內容方面，報告建議促進粵港兩地的商品檢測、知識產權保護和品牌開發等領域的合作，並且把港商在珠三角製造的產品內銷列入投資貿易便利化措施之中，以及簡化兩地的人員往來手續，對長期進駐珠三角地區的香港居民實行稅務優惠。

In view of the development trend of the global multilateral trade system, the report proposed various measures to improve the implementation of CEPA. It included setting up a multi-party consultation system, which allows the Guangdong province to participate in part of CEPA consultation and have the power of formulating and implementing the policy. The proposed system could also be headed by the Governments of the Hong Kong and Guangdong province and involving other related service associations such that consultations could be done prior to formal discussions.

In addition, the report suggested the Hong Kong and Guangdong province to adopt both “positive list” and “negative list” regarding market entry under CEPA. The hybrid form of listing system should be accompanied by the market reform in Guangdong so that while retaining the positive list in the opening of trade in service under CEPA, a negative list of the commercial presence could be implemented in a gradual manner in Guangdong. For different service industries, the negative lists, which treat market entry and national treatment as general obligations for Hong Kong service suppliers when exploring the Guangdong market, should be designed based on their degree of sensitivity to national economic security.

With regard to the policies on facilitating trade and investment, the report pointed out that the Guangdong province and Hong Kong could step up efforts in enhancing the cooperation in areas such as commodity inspection, intellectual property rights protection and brand building. Moreover, the sales of products made by Hong Kong-invested factory in the region should be included in the facilitation policy. The report also suggested streamlining the procedures for personnel exchanges and providing taxation incentives to Hong Kong residents who stationed in the Pearl River Delta.

報告全文可於以下網址瀏覽下載：

<http://www.cmab.gov.hk/tc/issues/council.htm>

The report can be downloaded from this website:

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對外聯繫

External Liaison





在過去兩年，商務委員會與轄下的工作小組積極與粵港政府、廣東省貿促會、廣東省粵港澳合作促進會及有關的組織商討各有關促進粵港合作的議題和交流意見，亦與香港的主要商會、專業團體、大學，以及推廣粵港合作的機構保持緊密聯繫。商務委員會非常感謝各機構對商務委員會工作的支持。

與粵港政府的聯繫

作為粵港合作聯席會議框架下成立的組織，商務委員會一直支持粵港兩地政府就推動兩地合作所舉辦的活動，並不時與兩地有關政府部門會面，以適時就政策的推行表達意見和保持密切聯繫和溝通。

商務委員會十分支持粵港兩地政府於2010年4月簽訂的《粵港合作框架協議》（《框架協議》），把《珠江三角洲地區改革發展規劃綱要》的宏觀政策轉化為有利兩地發展的具體措施，為粵港合作定出明確的發展定位，部份委員更親身前往北京出席協議簽訂儀式。此外，主席馮國經博士亦應兩地政府邀請，為2010年6月舉行的「粵港合作框架協議宣講會」擔任交流環節主持人，與本地工商專業界的持份者一起探討如何藉著《框架協議》，促進粵港兩地在金融、經貿、環保和基礎建設方面的合作和發掘更多新的商機。

2011年3月，國家正式公布了《國民經濟和社會發展第十二個五年規劃綱要》（《十二五規劃》）。商務委員會很高興見到《十二五規劃》把涉及港澳部分的內容單獨成章，確定了香港特區在國家發展戰略中的重要功能定位，充份凸顯中央對保

In the past two years, the Business Council and its Sub-groups had numerous exchanges with the Hong Kong and Guangdong Governments, CCPIT Guangdong Sub-Council, the Guangdong's Association for Promotion of Cooperation between Guangdong, Hong Kong and Macao, relevant organisations on issues related to cooperation between Hong Kong and Guangdong. It also worked closely with major chambers of commerce, professional bodies and universities in Hong Kong as well as organisations involved in forging Hong Kong/Guangdong cooperation. The Business Council would like to thank these organisations for their support.

Liaison with Hong Kong and Guangdong Governments

As an organisation set up under the framework of the Hong Kong/Guangdong Cooperation Joint Conference (the Joint Conference), the Business Council was a steadfast supporter of activities promoting bilateral cooperation organised by the Hong Kong and Guangdong Governments. It also had meetings with their relevant departments to timely express views on policy implementation and to maintain close contact and communication.

The Business Council fully supported the “Framework Agreement on Hong Kong/Guangdong Cooperation” (the “Framework Agreement”) signed between the Hong Kong and Guangdong Governments in April 2010, which translates the macro policies in the “Outline of the Plan for the Reform and Development of the Pearl River Delta” into concrete measures conducive to the development of both places and sets out specific development positioning for Hong Kong/Guangdong cooperation. A number of Council Members attended the signing ceremony in Beijing as guests of the Governments of the two places. Council Chairman Dr Victor Fung also hosted an exchange session of the “Forum on the Framework Agreement on Hong Kong/Guangdong Cooperation” in June 2010 at the invitation of the Hong Kong Government. The session saw a good discussion with local business and professional stakeholders on how to leverage the “Framework Agreement” to facilitate Hong Kong/Guangdong cooperation in the areas of finance, trade and economy, environmental protection and infrastructure, and to open up new business opportunities.

The Outline of the 12th Five-Year Plan for the National Economic and Social Development of PRC (12th Five-Year Plan) was promulgated in March 2011. The Business Council

持香港繁榮穩定的大力支持。為使社會大眾更深入了解國家未來五年經濟社會發展的藍圖，商務委員會大力響應由香港特區政府於2011年4月舉辦的「國家十二五規劃綱要論壇」和2011年8月舉辦的「分享機遇 共創繁榮」- 國家「十二五」規劃與兩地經貿金融合作發展論壇，除了委員出席支持外，主席馮國經博士亦分別於上述活動上擔任交流環節主持人和嘉賓講者，與席上來賓分享對《十二五規劃》以及對內地與香港未來發展的看法。



商務委員會不單密切注視內地以及粵港的未來發展方向，同時亦關注個別課題的最新發展。商務委員會曾應邀出席多項相關的研討會、會議等，參與各項議題，例如《香港國際機場2030規劃大綱》、《共建優質生活圈專項規劃》和「內地城市規劃研討會」討論及表達意見。

商務委員會亦與兩地政府高層會面，以報告工作進度並反映商界的意見。主席馮國經博士於2010年9月以及2011年8月粵港合作聯席會議第十三和第十四次會議上，分別親自及以書面形式向兩地政府匯報工作進度及介紹未來工作重點。

noted with pleasure the dedicated chapter on Hong Kong and Macao, which confirms the position of Hong Kong in the strategic development of the Nation and highlights the Central Government's support for maintaining Hong Kong's prosperity and stability. To enhance public understanding of this national economic and social blueprint for the next five years, the Business Council extended support to the "Forum on the National 12th Five-Year Plan", and the "Sharing Opportunities for Common Prosperity Forum" which were held by the Hong Kong Government in April and August 2011 respectively. Council Chairman Dr Victor Fung participated in the former to preside over a sharing session, and in the latter as a guest speaker to share his views on the subject with the convocation.



Apart from the future direction for the Mainland and Hong Kong/ Guangdong, the Business Council was also concerned with the latest development of specific issues. It accepted invitations to seminars and conferences to exchange views on an array of topics, such as the "Hong Kong International Airport Master Plan 2030", the "Regional Cooperation Plan on Quality Living Area", and town planning of the Mainland cities.

The Business Council also reported its progress of work and relayed the concerns of the business sector to senior government officials of Hong Kong and Guangdong. At the 13th and 14th meetings of the Joint Conference held in September 2010 and August 2011, Council Chairman Dr Victor Fung reported in person and in writing respectively the work progress of the Business Council and its future work plan to the two Governments.

與廣東省貿促會和廣東省粵港澳合作促進會的聯繫



廣東省貿促會和廣東省粵港澳合作促進會均是粵港合作聯席會議框架下商務委員會的對口組織，商務委員會一直與兩會保持聯繫，共同推動務實的合作工作。2010年11月，商務委員會代表曾在香港與廣東省貿促會代表會面，就香港如何配合粵港經濟轉型提供支持、做好為商會會員服務的經驗、以及協助內地企業擴充業務交換意見，並講解香港最新的經濟及發展情況。

與廣州市政府的交流

商務委員會代表曾應廣州市對外貿易經濟合作局邀請，於2010年3月中旬會面，一起商討3月下旬於香港舉辦的2010廣州外經貿白皮書發佈會的具體安排。商務委員會代表亦出席發佈會，以表支持。

Liaison with CCPIT Guangdong Sub-Council and Guangdong's Association for Promotion of Cooperation between Guangdong, Hong Kong and Macao

The Business Council and the CCPIT Guangdong Sub-Council and the Guangdong's Association for Promotion of Cooperation between Guangdong, Hong Kong and Macao, its Guangdong counterparts under the framework of the Joint Conference, stayed in close contact and worked in concerted efforts to take forward practical cooperation work. In November 2010, representatives from the Business Council and the CCPIT Guangdong Sub-Council met in Hong Kong to exchange views on Hong Kong's response to economic restructuring in Hong Kong/Guangdong, experiences of good service to members of business associations, and assistance for business expansion of Mainland enterprises. The meeting also featured an update on the economic situation and development of Hong Kong.



Exchange with Guangzhou Municipal Government



In mid-March 2010, representatives of the Business Council met with the Bureau of Foreign Trade and Economic Cooperation of the Guangzhou Municipality at the latter's invitation to discuss detailed arrangements for the "Briefing on the White Book of Guangzhou Foreign Trade and Economy 2010" scheduled for late March in Hong Kong. The Briefing was also attended by representatives of the Business Council in support.

工作小組聯繫

商務委員會屬下的四個工作小組不時與粵港兩地政府相關部門、商界持份者或專家學者會面，就促進兩地在投資推廣、便利人流物流、可持續發展和服務業發展及人才資源等方面的合作，進行討論及交換意見。

在這兩年間跨境人流物流工作小組邀請了保安局、運輸及房屋局和業界代表出席小組會議，一起探討香港與內地在人流、車流和跨境基建方面的最新發展情況。

2010年8月，可持續發展工作小組與環境保護署和物業管理業界代表會面，探討如何改善珠江三角洲地區空氣質素、區域性綠色能源研發及推動使用電動車輛以及固體廢物處理等環保課題。另外，小組亦於2011年3月與發展局、環境局、水務署和渠務署代表會面，以了解特區政府就水資源管理、保護供港東江水的水源及水質、和污水處理方面的工作及發展計劃。

承接南沙和前海新區全速規劃發展的趨勢，聯合投資貿易推廣工作小組與香港總商會於2012年1月合辦「南沙前海一天考察團」，藉此讓香港商界多角度了解新區發展與珠三角未來新分工，更好地處理區域間的競爭和合作關係，為香港業界發掘更多商機。

此外，服務業發展及人才資源工作小組和香港總商會於2012年1月合辦「粵港合作新趨勢——促進服務業發展和進一步開拓內地市場」研討會，邀請了香港特區政府官員、專家學者以及業界翹楚發表演說，

Liaison of the Business Council's Sub-groups

The four Sub-groups of the Business Council met with relevant departments of the Hong Kong and Guangdong Governments, business stakeholders and academics from time to time to exchange views on cooperation proposals in a number of areas, including investment promotion, facilitating people and cargo flows, sustainable development, as well as the development of services industries and human resources.

In the past two years, the Cross-boundary Passenger and Cargo Flow Sub-group invited representatives from the Security Bureau, Transport and Housing Bureau and the industry sector to Sub-group meetings to look into the latest development of Hong Kong and the Mainland in terms of passenger flow, vehicular flow and cross-boundary infrastructure.

In August 2010, the Sustainable Development Sub-group met with representatives of the Environmental Protection Department and the property management service sector to discuss environmental initiatives, such as improvement of air quality in the Pearl River Delta, regional development of green energy, promotion of the use of electric vehicles, and treatment of solid waste. The Sub-group also arranged meetings with the Development Bureau, the Environment Bureau, the Water Supplies Department and the Drainage Services Department in March 2011 for discussion on the Hong Kong Government's work and development plan on water management, protection of water source and quality of the Dongjiang water supply to Hong Kong, and sewage treatment.

Riding on the fast-track planning and development of Nansha and Qianhai, the Joint Investment and Promotion Sub-group co-organised with the Hong Kong General Chamber of Commerce a one-day study tour to the two new districts in January 2012. The event gave the business sector an on-the-ground perspective on the new districts and the future redistribution of business in the Pearl River Delta, with a view to developing a better strategy for regional competition and cooperation and opening up more business opportunities for Hong Kong.

The Services Industry Development and Human Resources Sub-group also joined hands with the Hong Kong General Chamber of Commerce in January 2012 to host a seminar on "New Trends in Hong Kong-Guangdong Cooperation – Promoting the Development of the Services Sector and Further Exploring the Mainland China Market". Officials of the Hong Kong

並與出席的商界代表對話及分享，共同探討粵港兩地服務業的未來合作方向和開拓內銷市場的最新發展。

Government, experts and academics, and business leaders were invited to speak and exchange views with participants from the business sector. The seminar provided a platform for discussion on the direction for future Hong Kong/Guangdong cooperation in services industries as well as an update on the opening up of the Mainland market.

重要課題研究

在眾多內地和粵港合作的課題中，商務委員會特別關注香港如何配合落實《十二五規劃》、如何擴大深化CEPA措施開放和新區的發展，並就其中部份課題進行研究。

《香港在國家經濟發展中的角色與定位》建議報告

為收集不同界別的建議再匯總成報告，商務委員會的四個工作小組於2010年6月與國家發展和改革委員會宏觀經濟研究院副院長王一鳴先生舉辦工作坊，就《十二五規劃》的編制方向等交流意見。

相關報告於2010年9月公布，詳細資料見第69至71頁。

Studies on Major Issues

Among the various issues related to the Mainland and Hong Kong/Guangdong cooperation, the Business Council was particularly concerned with Hong Kong's roles in the implementation of the 12th Five-Year Plan, further liberalisation and deepening of CEPA, and the development of the new districts. Studies were conducted on some of the issues.

Recommendation Report on “Hong Kong's Roles and Positioning in the Economic Development of the Nation”

In preparation for a report on cross-sectoral recommendations on the subject, the four Sub-groups of the Business Council organised a workshop with Dr Wang Yiming, Executive Vice Director of the Academy of Macroeconomic Research of the National Development and Reform Commission in June 2010 and exchanged views on the approach to the 12th Five-Year Plan under formulation.

The subject report was released in September 2010. The details are at p.69-71.



《十二五規劃》

商務委員會於國家編制《十二五規劃》期間，銳意加強與內地相關政府單位和專家學者的聯繫，以增加對編制《十二五規劃》的認識以及就香港有關的議題向有關方面交流意見，另外在落實推進《十二五規劃》時香港的業界如何配合。

商務委員會分別於2010年3月和12月先後與國家發展和改革委員會對外經濟研究所所長張燕生教授和原中共中央政策研究室鄭新立副主任會面，聽取他們簡介國家編制《十二五規劃》的進程以及當中關於香港特區的論述和最新進展。

《十二五規劃》於2011年3月正式公布後，國家發展和改革委員會規劃司李守信司長一行於2011年4月訪港，期間與主席馮國經博士會面，交流對《十二五規劃》的意見。

The 12th Five-Year Plan

Tying in with the formulation of the 12th Five-Year Plan, the Business Council proactively strengthened liaison with relevant Mainland authorities, experts and academics to get a better understanding of this national exercise. Views were also exchanged on issues related to Hong Kong and the role of Hong Kong businesses in the implementation of the national blueprint. In March and December 2010, the Business Council attended a briefing given by Professor Zhang Yansheng, Director of the Institute for International Economic Research of the National Development and Reform Commission, and Mr Zheng Xinli, Former Deputy Director General of the Policy Research Office of the CPC Central Committee respectively. The speakers explained the 12th Five-Year Plan with a focus on the part related to the Hong Kong and the latest developments.

After the promulgation of the 12th Five-Year Plan in March 2011, a delegation led by Mr Li Shouxin, Director of the Department of Development Planning of the National Development and Reform Commission, visited Hong Kong in April 2011. Mr Li met with Council Chairman Dr Victor Fung and exchanged views on the 12th Five-Year Plan.





此外，商務委員會注意到《十二五規劃》不單有利內銷和港資企業的發展，同時為外資商貿帶來更多商機，所以於2011年7月，與香港貿易發展局合辦圓桌會議。主席馮國經博士擔任演講嘉賓，與出席的海外商會代表探討《十二五規劃》對內地和香港未來發展的重要影響、在職培訓應如何配合長遠的市場發展和如何利用《十二五規劃》帶來的契機。

The Business Council noted that the 12th Five-Year Plan would not only facilitate the development of the Mainland market and Hong Kong businesses, but also present more opportunities for foreign enterprises. In July 2011, the Business Council co-organised with the Hong Kong Trade Development Council a roundtable conference entitled “China’s 12th Five-Year Plan: An Insiders’ Look”. Council Chairman Dr Victor Fung gave a speech and shared with participants from overseas business associations his views on the impact of the 12th Five-Year Plan on the future of Hong Kong and the Mainland, on-the-job training in response to the long-term market development, and ways to leverage the opportunities created by the national blueprint.

2011年8月，主席馮國經博士與部份委員聯同香港投資推廣署接待了日本九州市政府及商界高層赴港考察團，過程中分享對《十二五規劃》帶來的機遇和挑戰的看法，並講解珠三角、粵港合作的最新情況。



In August 2011, Council Chairman Dr Victor Fung and a number of Council Members together with the InvestHK received a delegation from Kyushu, Japan comprising high-level officials and business leaders. Dr Fung shared his views on the opportunities and challenges arising from the 12th Five-Year Plan, and updated the delegation on the development of the Pearl River Delta and Hong Kong/Guangdong cooperation.



《「十二五」時期擴大深化CEPA 開放的政策建議》報告

商務委員會一直十分關注CEPA的有效落實與推進，以國務院副總理李克強提出爭取在「十二五」末期，通過CEPA，實現內地對香港服務貿易基本自由化的目標為基調，商務委員會於2011年9月成立了專責小組，通過與香港各大商會、香港特區工業貿易處、廣東省政府港澳事務辦公室的代表以及個別企業的會面，收集各界對CEPA具體實施的意見。相關報告於2012年2月正式公布，並已提交粵港兩地政府以供考慮。(詳情見第72至73頁)。

Report on “Policy Recommendations for Further Liberalisation and Deepening of CEPA during the 12.5 Period”

The effective implementation and advancement of CEPA remained an issue of keen concern to the Business Council. Mr Li Keqiang, Vice-Premier of the State Council, announced the target of achieving basically, through CEPA, liberalisation of trade in services between the Mainland and Hong Kong before the end of the 12th Five-Year Plan period. In this light, the Business Council set up an ad hoc group in September 2011. The ad hoc group visited major business associations and the Trade and Industry Department in Hong Kong, the Hong Kong and Macao Affairs Office of the People's Government of Guangdong Province and individual enterprises to gather a wide spectrum of views on the implementation of CEPA. The report was released in February 2012 and presented to the Hong Kong and Guangdong Governments for consideration. (The details are at p.72-73.)



前海、南沙新區發展

《粵港合作框架協議》自2010年4月簽訂以來，落實進度理想。深圳前海和廣州南沙新區發展是框架協議當中的重點，也是《十二五規劃》港澳專章其中兩個重大合作項目。有見及此，商務委員會一直密切留意前海和南沙的最新發展，並積極參與相關討論和活動，為本地企業和現代服務業尋找更多擴展業務和投資的機會。

2010年10月，商務委員會代表應廣州南沙開發區管委會、廣州市港澳事務辦公室、廣州市對外貿易經濟合作局的邀請，出席「南沙實施CEPA先行先試綜合示範區論壇」，以了解南沙新區的焦點發展項目和CEPA於南沙的最新推展情況。

2010年12月，主席馮國經博士與部份委員應香港特區政府邀請，參加深港合作會議的前海區考察活動，親身實地了解前海的規劃、相關工程的進度以及特區政府在前海發展過程中的參與情況。

另外，國家發展和改革委員會地區經濟司范恒山司長於2011年4月訪港期間，與主席馮國經博士會面，一起探討香港服務業於珠三角區域和前海區的發展潛力和商機。

Development of Qianhai and Nansha New Districts

The new districts of Qianhai in Shenzhen and Nansha in Guangzhou are highlights of both the “Framework Agreement” signed in April 2010 and the 12th Five-Year Plan which laid down cooperation initiatives in its dedicated chapter on Hong Kong and Macao. Keeping the latest development of these two districts constantly in view, the Business Council actively engaged in discussions and activities to identify arising business and investment opportunities for Hong Kong enterprises and modern service industries.

In October 2010, representatives of the Business Council attended the “Forum on the Nansha Integrated Exemplary Zone for CEPA Pilot Implementation” at the joint invitation of the Administration Committee of Nansha Development Zone, and the Hong Kong and Macao Affairs Office as well as the Bureau of Foreign Trade and Economic Cooperation under the Guangzhou Municipality. The discussion at the event threw light on the focus development projects in the Nansha New District and the implementation of CEPA in Nansha.

In December 2010, at the invitation of the Hong Kong Government, Council Chairman Dr Victor Fung and a number of Council Members joined a familiarisation visit to Qianhai under the auspices of the Hong Kong/Shenzhen Cooperation Meeting. The group obtained an on-the-ground understanding of the planning of Qianhai, progress of relevant works, and the part played by the Hong Kong Government in the project.

In April 2011, Mr Fan Hengshan, Director of the Department of Regional Economy of the National Development and Reform Commission, visited Hong Kong and met with Council Chairman Dr Victor Fung. Views were exchanged on the development potential and business opportunities for Hong Kong services industries in the Pearl River Delta and Qianhai.

商務委員會曾聯繫的主要機構和商會

Major Organisations and Associations in Contact with the Business Council

有關機構和商會 Related Organisations and Associations	網站 Website	電郵地址 E-mail Address
香港工業總會 Federation of Hong Kong Industries	http://www.industryhk.com	fhki@fhki.org.hk
香港中華廠商聯合會 The Chinese Manufacturers' Association of Hong Kong	http://www.cma.org.hk	info@cma.org.hk
香港中華總商會 The Chinese General Chamber of Commerce	http://www.cgcc.org.hk	cgcc@cgcc.org.hk
香港生產力促進局 Hong Kong Productivity Council	http://www.hkpc.org	-
香港律師會 The Law Society of Hong Kong	http://www.hklawsoc.org.hk	sg@hklawsoc.org.hk
香港貿易發展局 Hong Kong Trade Development Council	http://www.hktdc.com	hktdc@hktdc.org
香港總商會 Hong Kong General Chamber of Commerce	http://www.chamber.org.hk	chamber@chamber.org.hk

香港

兌換率

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Exchange rate

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大珠三角商務委員會

秘書處

香港添馬添美道2號
政府總部(東翼)13字樓

Secretariat

Greater Pearl River Delta Business Council

13/F, East Wing, Central Government Offices,
2 Tim Mei Avenue, Tamar, Hong Kong

電話 Tel: 2810 3863

傳真 Fax: 2537 2735

電郵 Email: cmabenq@cmab.gov.hk

網址 Website: <http://www.cmab.gov.hk/tc/issues/council.htm>

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