



跨境人流物流工作小組

Cross-boundary Passenger and Cargo Flow Sub-group



隨著粵港兩地在經貿及各方面的深化融合，粵港兩地的人車貨流量持續提升，相關的跨境交通基礎設施亦須進一步改善以配合發展需要。「蓮塘/香園圍口岸」已被納入國家《十二五規劃綱要》下，粵港澳合作七大重要項目之一，並將會是香港與深圳第七個陸路口岸，連接深圳的「東部過境通道」。預計新口岸會有助縮短來往香港與廣東省東部車程，並將會提升總體口岸通行能力和運作效率，為香港加強與內地區域合作發揮重要作用。有見及此，工作小組曾就新口岸的規劃、通關能力、基建及相關工程的進度、交通（深、港兩方）配套設施和對環境的影響等各範疇，與特區政府相關部門作深入討論和交流，並建議特區政府從長遠規劃角度，考慮預留土地，確保有充足的擴展空間，以配合日後跨境人、車、物流需求的增加和鄰近地區的發展。

As a result of the closer ties between the two places in economic and other activities, cross-boundary passenger, vehicle and cargo flow between Guangdong and Hong Kong has been increasing steadily. Liantang/Heung Yuen Wai Boundary Control Point is one of the seven major infrastructure projects stated in the National 12th Five-Year Plan for deepening cooperation between Guangdong, Hong Kong and Macao. It will also be the seventh boundary crossing point between Hong Kong and Shenzhen, connecting Hong Kong to the Eastern Corridor of Shenzhen. The new boundary crossing point will shorten the travelling distance between Hong Kong and eastern Guangdong and enhance the total handling capacity of boundary control points, supporting the further strengthening of regional cooperation between Hong Kong and the Mainland. The Sub-group engaged relevant government departments in discussion and exchange of views on the subject, including the planning and progress of construction of the boundary control point, design handling capacity, supporting transport infrastructure and impact on the environment, etc. The Sub-group suggested that the Hong Kong Government reserve land for further development to meet future growth in passenger and traffic volume, and development in the adjacent area.

The Sub-group was also concerned about the smooth and efficient flow of Mainland frequent visitors. In June 2012, the Sub-

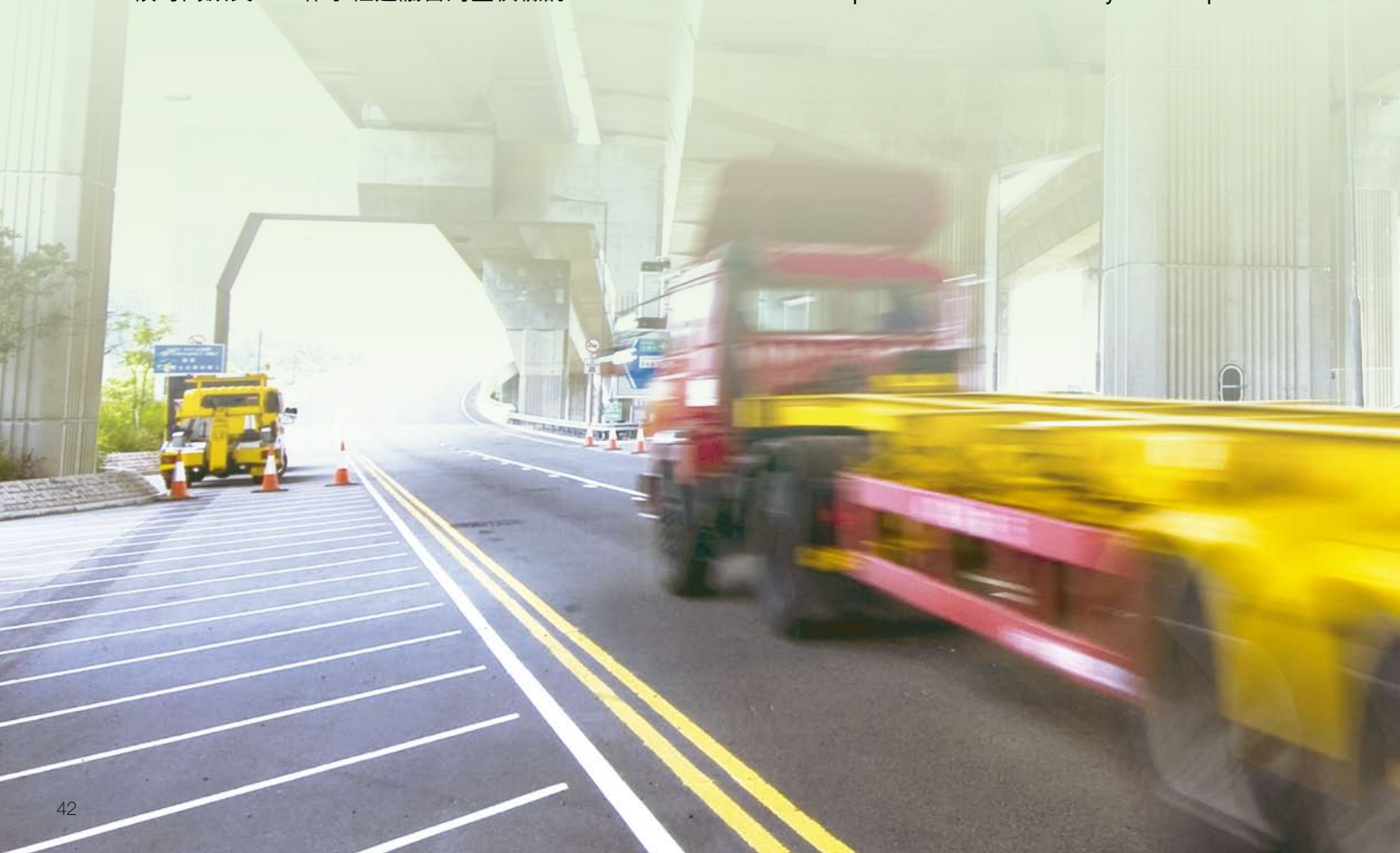
工作小組亦非常關心經常訪港內地旅客的出入境安排，並於2012年6月邀請特區政府相關部門在小組會議上介紹旅客自助出入境檢查系統（旅客e-道）的最新使用情況、發展方向，和內地簽發電子往來港澳通行證的落實進度。工作小組並建議當局與航空公司合作，加強向外地旅客宣傳旅客e-道過境設施，以縮短訪港旅客於各口岸和香港國際機場的出入境時間。



為進一步了解旅客、車輛及貨物跨境情況，工作小組於2012年12月實地考察深圳灣口岸，並由港深兩地邊境及海關當局介紹口岸的設施和日常運作。據工作小組了解，目前深圳灣口岸的過境旅客高峰流量已超越設計流量，旅客需輪候較長時間辦理過關手續，長假期前後的情況尤甚。至於車流方面，自口岸開通以來，私家車流量不斷增加，南行過境車輛於繁忙時段輪候時間頗長。工作小組建議當局盡快檢討

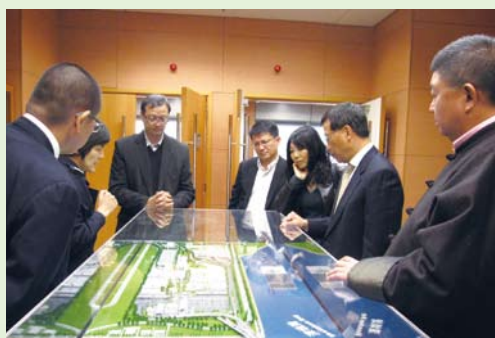
group invited the relevant government departments to give an update on the usage and future development of the e-Channel, and progress of the plan to allow Mainland visitors holding electronic Exit-Entry Permits to complete immigration clearance through e-Channel. The Sub-group suggested the Hong Kong Government join hands with airline companies to promote the service to visitors, thereby shortening the queuing time for passenger clearance at the ports, including the Hong Kong International Airport.

In December 2012, the Sub-group visited Shenzhen Bay Port to better understand the operation of the boundary control point.





並制定改善方案，包括探討於香港方設立上客區的可行性，讓經深圳灣口岸入境私家車輛乘客可以在車流量繁忙的時段，選擇下車改用聯檢大樓過關，然後在港方再登車，以縮短私家車輛輪候時間。工作小組又參觀了港方的「道路貨物資料系統」設施和運作及深方貨車電子通關安排，以了解電子化系統如何為深港兩地跨境陸路貨物提供更便捷的清關平台。



The relevant authorities of Hong Kong and Shenzhen respectively briefed the group of the operation of the boundary control point, including boundary crossing facilities for passenger and vehicular traffic between the two places, and showed the group around the passenger terminal building. Members observed that the peak passenger and vehicle flow had already exceeded the design handling capacity, resulting in long queuing time for clearance particularly during long holidays. The Sub-group suggested the Hong Kong Government work out improvement measures, including the possibility of setting up a pick-up area at the Hong Kong Port, thereby providing passengers with an option to get off the vehicle at the boundary and proceed to the Joint Inspection Building for clearance during the peak hours, hence shortening the processing time for vehicles. The Sub-group also visited the cargo clearance area to have a better understanding of the operation of the Road Cargo System (ROCARS) at the Hong Kong Port, and the electronic system for receiving road cargo manifests at the Shenzhen Port and how the two systems had contributed considerably to the smooth and efficient cargo flow between the two places.

