



促進粵港貨物貿易便利化

Facilitation of Trade in Goods between Hong Kong and Guangdong

貿易便利化的重要性

香港與廣東省的貿易關係非常密切。在2004年，香港與廣東省的貿易額達6,167億元人民幣（745億美元）。同年，香港是廣東省最大的出口市場，總出口額為5,678億元人民幣（686億美元），佔全省出口總額35.8%。香港亦是廣東省第六大進口貨物來源地，進口額為488億元人民幣（59億美元），佔全省進口總額3.6%¹。

粵港之間的貨物貿易隨著兩地經濟的發展，在過去的二十多年不斷增長。廣東省自內地改革開放後，農村經濟逐步轉型，轉向工業及製造業發展。與此同時，香港的製造業自八十年代開始北移，利用珠三角地區提供的廉宜土地和勞工，降低生產成本。港資加工貿易在珠三角地區迅速發展，現時已有超過八萬家港資企業在粵，其中約有一半屬外發加工廠。很多外發加工貿易都是經香港進口原料，加工後把製成品出口。

在短短二十多年間，珠三角已經成為世界級製造業基地，進出口的原料與製成品的數量不斷增加。香港是亞洲首要的國際運輸及物流樞紐，擁有全球生產力和效率最高的貨櫃碼頭，貨櫃航線四通八達，聯繫香港和全球逾500個目的地。憑著這些優勢，香港成為了聯繫珠三角的製造業基地和國際市場的橋樑。商務委員會認為必須保持粵港兩地貨流暢順，以促進粵港兩地的貨物貿易和經濟增長，並推進香港運輸業和物流業的發展。

1. 廣東統計年鑑2004及廣東省對外貿易經濟合作廳網頁

The importance of trade facilitation

Hong Kong and Guangdong have very close economic and trade ties. In 2004, trade value between the two places reached \$616.7 billion yuan (US\$74.5 billion). In the same year, Hong Kong was Guangdong's largest export market, importing a total of \$567.8 billion yuan (US\$68.6 billion) worth of goods or 35.8% of Guangdong's total exports. Hong Kong was also Guangdong's sixth largest source of imports, supplying \$48.8 billion yuan (US\$5.9 billion) or 3.6% of Guangdong's total import value¹.

The continuous growth of trade in goods between Hong Kong and Guangdong over the past two decades has been in tandem with the economic development of the two places. Following the opening up of the Mainland market, Guangdong has gradually transformed herself from a rural economy into an industrial and manufacturing base since the 1980s. Many Hong Kong manufacturers have moved into the PRD region to take advantage of cheaper land, labour and production costs. This has led to a rapid growth of processing trade in the region. At present, there are over 80 000 Hong Kong-invested enterprises in Guangdong, with over 50% engaged in outward processing operations. Many of these enterprises import raw materials via Hong Kong and export the finished products after processing.

In a short span of only about decades, PRD has developed into a global manufacturing base. The growth of its import/export of raw materials/finished products shows no signs of slowing down. Hong Kong is strategically positioned to serve as a bridge between the manufacturing base in PRD and the international markets. It is a leading international transport and logistic hub in Asia and operates one of the busiest and most efficient container ports in the world, with an extensive network connecting to more than 500 destinations all over the world. The Business Council was of the view that efficient cargo flow between Hong Kong and Guangdong must be maintained to ensure growth of trade in goods in the two places and to promote transport and logistic development in Hong Kong.

1. Guangdong Statistical Yearbook 2004 and Website of Department of Foreign Trade and Economic Cooperation of Guangdong Province

研究和工作進度

商務委員會在展開貨物貿易便利化的研究時參考了國內有關課題的研究報告²。報告主要在宏觀和中觀的層面探討兩地在貿易便利化領域面對的問題。

該報告其中一章探討兩地貨物貿易便利化的問題。報告認為貨物在通關和跨境運輸方面的延誤和繁瑣的手續要求增加了貨物的流通成本，給政府、經營者和消費者帶來不利影響。貨物貿易便利化可以給政府和商界都帶來直接的有形收益。對商界來說，加快貨物流轉和降低交易成本可以節省貿易商的時間和金錢，為企業帶來實際收益。對政府部門來說，通過加強和改善管理，既可提高效率，亦可增加對外國投資者的吸引力。

商務委員會認同這個意見，並決定研究現時粵港在貨物貿易中遇到的問題，通過諮詢商界，了解問題和研究是否有改善方案，綜合意見後向兩地政府建議如何進一步促進兩地貨物貿易便利化。

在收集了各委員及香港各大商會的意見後，商務委員會綜合了以下幾方面的意見。

(1) 政策

研究報告與商界均認為要進一步推進粵港經濟發展，內地政府應提高對外商政策的透明度，統一詮釋政策執行細則，並設立具體問題處理機制。在草擬新政策時可多諮詢商界的意見，而在推行新政策時，亦可盡早向港商宣傳和解釋有關政策，讓他們有更多時間準備。

Study and work progress

In studying trade facilitation between Hong Kong and Guangdong, the Business Council has made reference to a research on the subject conducted by a Mainland research centre². The report examined the barriers to trade facilitation between Hong Kong and the Mainland at macro and meso levels.

One chapter of the report discussed issues pertaining to facilitation of trade in goods. It pointed out that delay and the complicated procedures involved in cargo clearance and cross-boundary transport unduly increased the distribution cost of goods. This adversely affected the government, business operators and consumers. Facilitation of trade in goods could bring about direct and tangible benefits. To the business sector, it could bring real profits to enterprises by lowering the transaction cost and helping traders save time and money through faster cargo flow and reduced cost. To the government, better management could enhance efficiency and attract more foreign investors.

The Business Council shared this view and decided to study the existing problems encountered by Hong Kong and Guangdong in trade in goods. Views of the business sector were collected to gain a better understanding of their problems and work out improvement measures. Based on the consolidated views, recommendations would be made to both governments to further facilitate trade in goods.

The views of Council members and major chambers of commerce were consolidated as follows:

(1) Policies

Both the report and the business sector opined that to further promote the economic development of Hong Kong and Guangdong, the Mainland authorities should enhance the transparency of the policies governing inbound investment, standardise the interpretation of the fine points of the policies and establish a mechanism to address specific implementation problems. They should be more ready to consult the business sector during policy formulation, and conduct publicity drive and briefings for Hong Kong businessmen before implementation of new policies to allow them more time to make necessary preparations.

2. 國家發展和改革委員會宏觀經濟課題組於2003年展開了一項重點課題研究，並在同年12月發表「香港內地經濟合作：貿易便利化問題研究」報告。

2. Research conducted by the macroeconomic research team under the National Development and Reform Commission in 2003 and the report entitled "Economic Cooperation between Hong Kong and the Mainland: A Study of Trade Facilitation" was published in December 2003.



(2) 有關口岸及通關問題

研究報告提出內地海關、邊檢、衛檢、動植物檢驗、交通、運輸等分屬國家各部門，常在同一區域產生矛盾，地方政府和口岸辦難以協調處理。此外，口岸查驗部門多，業務交叉，手續繁複，重複收費。商務委員會贊同研究報告的建議，認為有關部門應加強直接交流與溝通。

同時，商務委員會亦了解現時發貨人必須分別與不同的部門完成相關的通關程序，而貿易商亦必須向各個不同部門提供單據。如果訊息數據可在不同部門互通，可為貿易商省卻不少重複申報的成本及時間延誤。

在口岸運作方面，商務委員會建議內地政府盡量統一各個口岸部門的工作時間，令貨運行業較容易安排貨運，免致延誤過關。商務委員會亦建議內地有關部門向貨運行業廣泛宣傳口岸部門的工作時間。

此外，商務委員會希望粵港兩地政府可以不時檢討口岸海關及邊防檢查的服務是否足以應付日益增長的人流及貨流，並在有需要時增加檢查關卡的數目。

(2) Control points and clearance

The report pointed out that customs, immigration, health inspection, animal and plant quarantine, traffic and transport in the Mainland were under the jurisdiction of different departments. This might give rise to operational problems within the same control point, which could not be readily sorted out even jointly by local governments and control point authorities. Furthermore, the control point operation was overseen by a number of inspection agencies and their jurisdiction overlapped. Other problems included complicated clearance procedures and double charges. The Business Council supported the recommendation of the report that direct exchange and communication should be strengthened among these departments and agencies.

The Business Council also noted that the existing practice requires the consignors and traders to approach different departments for clearance and filing of relevant documents. If information furnished by the consignors and traders could be shared among these departments, it could avoid duplication and save trading firms' cost and time significantly.

On the operation of control points, the Business Council proposed that the Mainland authorities should standardise as far as practicable the working hours for different departments at the control points to ensure smooth clearance of goods. Relevant Mainland departments should also mount extensive publicity on their working hours to the freight industry.

The Business Council also hoped that both governments could review from time to time whether the customs and inspection services can cope with the ever-growing people and cargo flows at control points and provide additional inspection kiosks as appropriate.

(3) 運輸

研究報告指出，香港與內地對車輛採用不同的檢查制度和要求，過關車輛須符合兩種不同的審查標準，為過關車輛造成不必要的阻礙。

商務委員會得悉，自2005年1月1日起，香港與內地共同使用統一格式的《內地海關及香港海關陸路進/出境載貨清單》，同時中國海關亦正式公布進出境運輸車輛的拖頭、拖架和集裝箱不再需要“捆綁”運輸。委員會相信這項安排可增加貨運的靈活度及貨櫃車的運轉次數，減低成本。

為了進一步增加運輸業的靈活度，商務委員會希望內地政府可以放寬「一車一司機」的規限，准許運輸公司事先選定一批司機，並將該批司機的資料向內地當局登記，讓運輸公司可以自由選擇安排司機載貨過關。

(4) 電子商務

研究報告建議加強兩地貨物貿易電子商務與互聯網的應用。內地應加快出口導向型企業的計算機化以及網絡建設，以便為電子商務建立良好的基礎設施，並與香港方面對接。

(5) 檢驗認證問題

商界建議統一內地與香港兩地產品標準。內地檢驗認證標準可參照或採納一些國際認可的標準，以達致簡化要求和方便廠商。同時在內地與香港指定一批測驗認證機構，其認證在內地與香港互相認可。

未來工作

商務委員會已把有關的意見及建議向粵港政府反映，並與有關部門繼續跟進，以便進一步促進粵港貨物貿易便利化。

(3) Transport

The report pointed out that different systems and requirements of vehicle inspection in Hong Kong and the Mainland had unnecessarily hindered cross-boundary traffic.

The Business Council was pleased to note that the Unified Road Cargo Manifest was introduced by Hong Kong and the Mainland on 1 January 2005, and that the Mainland Customs had formally announced the abolition of the requirement of “tying up” the truck, the trailer and the container as a unit for customs clearance. The Business Council believed that such an arrangement could give more flexibility to the transport industry and allow more cross-boundary trips to lower their operating cost.

To add more flexibility to the transport industry, the Business Council proposed that the Mainland authorities should relax the “one-truck-one-driver” rule. Carrier companies should be allowed to register the particulars of a pool of designated drivers with the Mainland authorities in advance, and be given a free hand to assign cross-boundary trips to any driver on the list.

(4) E-commerce

The report recommended promoting the application of e-commerce and Internet to trade in goods between Hong Kong and the Mainland. Export-oriented enterprises in the Mainland should speed up computerisation and network development to lay a solid foundation for e-commerce and to achieve alignment with the facilities in Hong Kong.

(5) Product inspection and certification

The business sector proposed the harmonisation of product standards in Hong Kong and the Mainland. Mainland authorities might simplify the relevant procedures and facilitate manufacturers by making reference to or adopting internationally recognized standards for product inspection and certification. A number of certification bodies might also be designated in both places to facilitate mutual recognition.

Future plan

The Business Council has relayed the relevant views and recommendations to the HKSAR and Guangdong governments, and has been following up on the issues with the relevant departments with a view to further facilitating trade in goods between the two places.