

工作小组报告

Reports of the Sub-groups





跨界基建规划工作小组

Cross-boundary Infrastructure Planning Sub-group

工作目标及范围

工作小组的目标是研究可以加快港、粤两地人流、货流通关的具体措施，从而提升大珠三角作为一个经济体的整体营商效率。

工作进度及意见

小组曾讨论议题包括改善深港边境口岸人流过关效率、放宽货车「四上四落」的限制、检讨跨界客车的发牌制度、推动利用「射频识别技术」加快货物通关等。

经讨论后，小组将工作集中于两项具体建议，并已和港、粤两地政府作出商讨。

(1) 沙头角及文锦渡口岸分阶段延长运作时间

小组建议香港特区及深圳市政府将沙头角及文锦渡口岸每天的运作时间分别从现行的晚上八时及十时延长至午夜十二时，以方便日益增长的跨界人流、货流；但考虑到两地政府需要增加及调动人手加以配合，小组提出按以下三个阶段逐步实施有关的建议：

1. 沙头角口岸先延长运作时间两小时至晚上十时；

Objective of the Sub-group

To identify specific measures to speed up passenger and cargo clearance between Hong Kong and Guangdong with a view to enhancing the overall operating efficiency of the GPRD as an economic entity.

Work plan and progress

The Sub-group had discussed a wide range of issues including measures to improve passenger clearance at control points between Shenzhen and Hong Kong, relaxation of the “four-up-four-down” rule for container trucks, review of the licencing system of cross-boundary passenger vehicles, and wider use of Radio Frequency Identification (RFID) to speed up cargo clearance.

Based on their discussions, the Sub-group came up with two concrete proposals and raised them with HKSAR and Guangdong governments.

(1) Extension of Operating Hours of Sha Tau Kok (STK) and Man Kam To (MKT) Control Points on a Progressive Basis

To meet the ever-growing people and cargo flows, the Sub-group proposed that both HKSAR and Shenzhen governments extend the daily operating hours of STK and MKT Control Points to midnight from 8:00 p.m. and 10:00 p.m. respectively. The Sub-group also put forward the view that the proposal be rolled out in the following three stages, having regard to the additional manpower and staff deployment involved:

1. Extending the operating hours of STK Control Point for two hours to 10:00 p.m.;

2. 晚上十时后，容许持有沙头角及文锦渡「封闭道路通行证」的私家车经落马洲—皇岗口岸过关；
3. 沙头角及文锦渡口岸同时延长运作时间至午夜十二时。

小组亦同意向两地政府建议，中、长期而言，应考虑扩建沙头角口岸，并发展至全日二十四小时通关，以应付粤东地区的发展。

对于延长沙头角及文锦渡口岸的运作时间，广东省方面初步认为，如果港、粤两地社会认定有此需要，广东省政府会研究作出相应调整。但是，由于建议涉及口岸人员的配置及设施的改造，须由粤港两地政府进一步详细研究如何配合运作。

另一方面，香港特区政府从2004年10月8日起，实施了一项试验计划，容许获发该两个管制站的「封闭道路通行证」的私家车在午夜12时至翌日早上6时30分经由落马洲管制站过境。政府表示会研究可否进一步放宽这项试验计划。

(2) 「商务旅游证」

小组建议向中央政府提出，以广东省作为试点，向合格的持外国护照商人签发「商务旅游证」，并设立特别出入境通道，便利他们往来香港及广东营商。根据小组的构思，该「商务旅游证」的申请及审批准则，应以「亚太经合组织商务旅游证」为蓝本，并加以适当修改，以符合国家对入境旅客的管理，但却不应附加太多限制条件。小组建议，持有「商务旅游证」的外国商人，其进出内地的手续及运作，应与「亚太经合组织商务旅游证」持有人大致相同。

广东省方面指出，涉及中央政府向外国人签发进出境证件，现时没有先例

2. Allowing private cars with Closed Road Permits of STK/MKT Control Point to cross the boundary through Lok Ma Chau/Huanggang (LMC/HG) Control Point after 10:00 p.m.; and
3. Extending the operating hours of both STK and MKT Control Points to midnight.

In the medium and longer term, the Sub-group had arrived at the view that both governments should consider carrying out extension work and implementing 24-hour operation at STK Control Point to keep pace with the development of eastern Guangdong.

In its initial response, the Guangdong side stated that necessary adjustments would be considered subject to the needs of Hong Kong and Guangdong. However, as this would entail staff deployment and facility modifications, further deliberations and coordination by both governments were required.

Meanwhile, the HKSAR Government had launched a pilot scheme on 8 October 2004 to allow private cars with Closed Road Permits of the two control points to use LMC Control Point between midnight and 6:30 a.m. The government indicated that they would see whether the scheme could be further extended.

(2) Business Travel Card

The Sub-group put forward the proposal that the Central Government consider introducing a pilot scheme in Guangdong in which business travel cards would be issued and special lanes be designated for eligible businessmen holding foreign passports to facilitate business travel between Hong Kong and Guangdong. The Sub-group held the view that the application and approval criteria of the business travel card, if introduced, could be modelled on the APEC Card with necessary modifications for the control of inbound travellers in line with the established practice in the Mainland. Excessive restrictions should be avoided. It was also proposed that foreign businessmen holding the business travel card would enjoy similar treatment as APEC Card holders when travelling to the Mainland.



可援，但他们会把建议向中央有关部门反映，同时，亦会研究合适的措施，尽快提升外国人进出粤、港两地口岸的效率。

(3) 其他事项

工作小组亦于2005年3月8日与广东省有关部门会面，除了跟进上述两项建议外，还就开展粤港两地直升机服务、深港西部通道通车后「一地两检」的运作安排、以及兴建「东部通道」以加强粤东与香港的交通连系，与粤方交换了意见。

与会各方都认同改善两地的通关流程，可以减省企业的成本，有利提升大珠三角区域的整体竞争力及经济效益。粤方表示，会考虑工作小组提出的意见。此外，粤方指出，他们用「以人为本」的理念，一直以来不断进行改革，同时会采用新的管理模式及科技设施，使跨境通关更方便。对此，工作小组感到鼓励。

The Guangdong side pointed out that there was no precedent for the Central Government to issue such a travelling document to foreigners, but they would forward the proposal to the central authorities concerned for consideration. They would also explore appropriate measures to speed up immigration clearance for foreigners commuting between Hong Kong and Guangdong as soon as practicable.

(3) Other issues

On 8 March 2005, the Sub-group held a meeting with the relevant Guangdong authorities to follow up on the two proposals and exchange views on the commencement of cross-boundary helicopter service, the “co-location” arrangements after the commissioning of the Hong Kong-Shenzhen Western Corridor, and the development of an “eastern corridor” to strengthen the transport link between Hong Kong and eastern Guangdong.

The meeting agreed that smoother clearance arrangements would lower the operating costs for enterprises, thereby enhancing the overall competitiveness and economic efficiency of the GPRD region. The Guangdong side undertook to consider the Sub-group’s proposals. The Sub-group was pleased to learn that the Guangdong side, with travellers’ interest in mind, had been taking actions to facilitate clearance at control points, and that new management systems and technological facilities would be put in place to give greater convenience to cross-boundary travellers.

未来工作

工作小组将会与粤、港两地政府的相关部门，就已提出的建议继续商讨，并会开展新的研究课题，其中包括加强运用电子报关以提升通关效率、统一内地口岸各部门的运作时间及减少跨境客车的通关限制等。

结语

粤港两地经贸关系密不可分，要进一步提升大珠三角地区的竞争力，改善跨境人流物流效率是其中之先决条件。由于各种因素，包括可扩展用地空间、跨境交通量升幅大且急等，我们都理解改善跨境基建并非一蹴而就的工作。然而，我们深信，粤港两地经济互惠互利，信念一致，当可加快完善跨境通关设施和政策，以进一步促进两地的经贸、旅游等联系。

Future plan

The Sub-group will continue to work with the relevant HKSAR and Guangdong authorities on the above proposals and embark on study on other new topics, including the wider application of electronic submission of manifests to enhance clearance efficiency, standardisation of the operating hours of various departments at inland control points and relaxation of clearance restrictions for cross-boundary passenger vehicles.

Conclusion

Hong Kong and Guangdong are integrated inextricably in their economic and trade activities. One of the prerequisites of further enhancing the competitiveness of the GPRD region is to improve the efficiency of cross-boundary passenger and cargo flows. We appreciate that improvements to cross-boundary infrastructure cannot be achieved overnight owing to multi-faceted factors such as the availability of land for expansion and the rapid surge of cross-boundary traffic volume. Nevertheless, we firmly believe that Hong Kong and Guangdong, based on mutual economic benefits and a shared vision, will certainly expedite the enhancement of cross-boundary facilities and refinement of relevant policies to forge closer ties in trade, economic and tourism activities.