

**Economic Summit on
“China’s 11th Five-Year Plan and the Development of Hong Kong”
Transport Infrastructure Development**

(Translation)

Preamble

This paper is to provide a preliminary analysis of the Eleventh Five-Year Plan (11th FYP) and its opportunities and challenges posed to the development of Hong Kong from the government/public sector perspective. It is intended to initiate discussions among various sectors of the community with a view to formulating a practical and achievable “action agenda” in the coming months.

Purpose

2. The trend of globalization has led to intensified economic activities among countries. People and cargo flows have thus been increasing, thereby generating more demand for provision of transport infrastructure. The development of a well-planned transportation network will play an important role in enhancing a city’s competitiveness. The National 11th FYP proposes to actively enhance and improve transport infrastructures so as to cater for the rapid economic development. This paper aims to examine how Hong Kong could step up its co-ordination with the Mainland in the planning and construction of transport infrastructures with a view to establishing a comprehensive transportation system. This would help Hong Kong to continuously play a leading role among cities in the Pearl River Delta (PRD) Region, perform its functions

in boosting and bridging Mainland's development with the international market, and reinforce its position as an international centre of finance, trade and shipping.

Background

3. The National 11th FYP recognizes Hong Kong's position as an international centre of finance, trade and shipping. It also supports the development of services industries in Hong Kong, including financial services, logistics, tourism and information technology. To dovetail with the National 11th FYP and further capitalizing on Hong Kong's bridging role between the Mainland and other parts of the world in trade and investment, it is important to develop a well-planned cross-boundary transportation network.

The New Situation of the Mainland's Transport Infrastructure Development under the 11th FYP

4. Instead of detailing the transport infrastructure proposals in an individual chapter, the National 11th FYP incorporates these into the chapters of "Promoting Balanced Development Among Regions" and "Accelerating the Development of Services Industry" (**Annex 1**). On the premise of maintaining steady and fairly rapid economic development and improving the market economy mechanism, the main function of transport infrastructures is to support and drive economic development. The key points are summarized as follows:

(1) Promoting Balanced Development Among Regions

- Promote healthy urban development to form a reasonable spatial pattern. In addition to strengthening their co-coordinated functions and complementary strengths, the cities in the PRD, Yangtze River Delta and Beijing-Tianjin-Hebei Region should continue to play their leading roles in boosting the development of the surrounding regions. The Plan proposes to improve market mechanism, overcome constraints of administrative demarcation, facilitate the free flow of major production factors among different regions and guide the relocation of industries. Regarding infrastructures, it proposes to construct trans-regional railways and strengthen inter-provincial highway corridors, etc.

- The Guangdong (GD) 11th FYP also puts forward the idea of enhancing co-operation among GD, Hong Kong and Macao. To develop individual strengths, GD, Hong Kong and Macao should step up all-round co-operation and expedite the building of cross-boundary infrastructures under the “forward-looking, holistic, pragmatic and mutually beneficial” principle. Moreover, it proposes to speed up the construction of outbound expressways linking up with surrounding provinces/regions and the Pan-PRD Region, and particularly puts emphasis on outbound railways development.

(2) Accelerating the Development of Services Industry

- Develop producer’s services industry with the support of a progressive transportation sector and vigorously developed modern logistics industry.
- Through co-ordinated planning and rationalized layout of transport infrastructure, the Plan proposes to provide convenient, efficient and safe interchange among different transport modes.
- In respect of highways, the Plan proposes to keep improving the national and provincial network, open up inter-provincial corridors and improve their overall efficiency (Plans 1 and 2). In respect of railways, it suggests expediting development with priority given to the construction of passenger rail lines¹ and inter-city rapid transit systems (Plans 3 and 4).
- The Plan also proposes to improve the disposition of coastal and riverside ports, increase the throughput of ports and construct high-level navigation course networks. The GD 11th FYP proposes to designate the Shenzhen Port and Guangzhou Port as the Main Ports with priority given to the construction of

¹ To accommodate the rapidly increasing passenger traffic demand, the Ministry of Railways proposed to build rapid passenger lines between major cities, including the “Four Verticals, Four Horizontals” rapid passenger lines and three inter-cities rapid passenger transit systems in the “The Medium & Long Term Railways Network Plan” published in 2004. The targeted train speed of the passenger lines is 200 km per hour or above.

the “Xijiang Main Inland River Waterways” and “Three Verticals, Three Horizontals System” (Plan 5) in PRD.

- Optimizing the disposition of civil airports, the Plan suggests expanding large-scale airports and improving the flight path network. The GD 11th FYP proposes to designate the new Guangzhou Baiyun International Airport as the hub, and expand the Shenzhen Airport.
- Promote river-sea inter-modal transportation and container multi-modal transportation as well as intensify the construction of freight container transportation system. The GD 11th FYP recommends speeding up the construction of the “Three Big Systems”, i.e. container, energy and civil aviation transportation systems. For the container transportation system, its focus is on the integration between railways and roads.

5. During the 9th FYP (1996-2000) and the 10th FYP (2001-2005), the Mainland embarked on vigorous development of transport infrastructures with significant increase in highways, railways and berthing spaces of ports. At the same time, the Mainland economy had developed by leaps and bounds (**Annexes 2 & 3**), confirming the close relationship between economic development and transport infrastructure development.

Hong Kong’s Links with the Mainland

6. At present, there are three road-crossing points between Hong Kong and the Mainland at Lok Ma Chau, Man Kam To and Sha Tau Kok, leading to major cities in the Mainland through Shenzhen’s highway network. Apart from increasing the handling capacity of control points, the nearly completed Hong Kong-Shenzhen Western Corridor will provide a more direct link to Guangzhou and other cities via the Guang-Shen Coastal Expressway currently under construction. In respect of railways, Hong Kong is at present linked up with Shenzhen’s rail lines through the KCR East Rail. Upon completion of the Sheung Shui to Lok Ma Chau Spur Line in 2007, Hong Kong’s rail network can interchange more conveniently with Shenzhen’s mass transit railway system. On river transport, Mainland’s river cargoes processed by Hong Kong has experienced a significant increase in recent years². The development of

² According to the information of the Census and Statistics Department of Hong Kong,

Hong Kong's ports and airport is closely associated with the Mainland's economic development. The continuous rapid growth of South Mainland's economy, particularly that of PRD, has provided invaluable opportunities for further development of Hong Kong's ports and airport.

7. From 1997 to 2005, the annual average growth rate of cross-boundary passenger flow between Hong Kong and the Mainland was 9.5% and that of vehicle flow was 5.6%³ (**Annex 4**). The trip ends of most cross-boundary passenger traffic flow (95%)⁴ and vehicle traffic flow (99%)⁵ were PRD cities. With the improvement and expansion of regional transport infrastructures during the 11th FYP period, the ties between the two places in terms of people, vehicle and cargo flows are expected to keep getting stronger and the destinations for cross-boundary trips will also change along with socio-economic development.

Opportunities and Challenges

Opportunities

(I) Creating Conditions for Co-ordinated Regional Development

8. The relationship between the Mainland and Hong Kong was mentioned in the National 9th and 10th FYPs. The 11th FYP offers even more explicit support to Hong Kong in developing its logistics industry and maintaining its status as shipping centre. Besides, the Plan proposes to boost balanced development among regions and enhance the co-ordinated functions and complementary strengths of cities in the PRD Region. The target of transport infrastructures is "Co-ordinated Planning, Rationalized Disposition", providing a strategic basis and directions for regional transport infrastructure co-operation. Under this framework, the GD 11th FYP stresses the need to raise the level of co-operation among GD, Hong Kong and Macao and expedite the construction of cross-boundary infrastructures, thus creating a favourable environment for further co-operation.

the annual average growth rate during 1997-2001 was 7.6% and that from 2001-2005 was 9.7%.

³ Figures provided by the Transport Department.

⁴ Cross-boundary Travel Survey 2003, Planning Department, 2003

⁵ Cross-boundary Travel Survey 2004 Supplementary Survey, Planning Department, 2004

9. To further strengthen co-operation between GD and Hong Kong, both sides should address the needs of its socio-economic development and make the most of its own comparative advantages to complement each other. Therefore, Hong Kong should seize the opportunities brought about by the 11th FYP and step up co-operation with neighbouring cities in developing cross-boundary transport infrastructures under the principle of achieving mutual benefits. This will help extend Hong Kong's economic hinterland as well as consolidate its leading role in sectors such as finance, trade, logistics, tourism, information technology, professional and industrial/commercial supporting services, etc.

(II) Solidifying Hong Kong's Hub Status by Connecting with the Mainland's Transportation Network

10. In recent years, the optimization of GD's transportation system, especially the progressive development of the waterborne transport and railway transport, has provided a high-capacity and low-cost transportation system to support its economic development. The GD 11th FYP intensifies the planning and construction of its transportation network, which will greatly enhance the accessibility and capacity of the Province's transportation system. Regarding the inter-provincial ties, GD focuses on strengthening its links with the adjoining provinces/regions, particularly the Pan-PRD Region. At present, GD has planned 12 outbound expressways⁶ and 12 outbound railways⁷.

11. The Mainland has placed much emphasis on the function of transportation hubs (also known as nodes) in planning the disposition of transportation network in order to achieve synergic efficiency. Integrating multi-modal transportation with the concept of seamless interchange for passenger and cargo movements, cities with major ports, railways and airports could be developed as important regional passenger and cargo distributing centres. According to the "Planning Principles on Road and Waterborne Transport Infrastructures under the Pan-PRD Regional Co-operation" published by the Ministry of Communications, Guangzhou and Shenzhen have been designated as the major comprehensive transportation nodes of the Pan-PRD Region while Dongguan, Foshen, Zhongshan and Zhuhai as regional highway transportation hub cities

⁶ Expressway Network Plan of Guangdong Province (2004-2030), Guangdong Provincial Transportation Department, 2004

⁷ Planning Proposal for Railway Construction in Guangdong Province, Guangdong Development and Reform Commission, 2004

(Annex 5).

12. Following the improvement of the Mainland's transportation network, Hong Kong should improve its boundary crossings and handling capacities, and establish efficient and convenient direct links with neighbouring comprehensive transportation hubs. This would facilitate rapid cross-regional movement of major economic factors, shorten the spatial distance with the Mainland and develop closer links with provinces and cities throughout the nation. At present, Hong Kong's "half-day transport ring"⁸ by highway can basically cover the PRD Region. Upon completion of GD's proposed internal and outbound expressways, the ring is expected to expand and cover all major cities in the GD Province. Our "one-day transport ring" can even extend to cover major cities adjacent to GD. As for railways, upon completion of the Hang-Fu-Shen, Wu-Guang Passenger Rail Lines and Guangzhou-Shenzhen-Hong Kong Express Rail Link, it is possible to extend the "half-day transport ring" to cover major cities along the rail lines such as Hangzhou and Wuhan. This will strengthen our links with Mainland cities having major economic co-operation with Hong Kong. Besides, if we further improve our transportation systems in terms of comfort and accessibility and provide diversified non-stop services or convenient interchange facilities, the level of service will be greatly enhanced.

13. Improvement in the Mainland's transportation facilities can also enhance the ability of Hong Kong's ports and airport to boost development of its surrounding areas. At present, authorities in GD, Hong Kong and Macao are actively pursuing the construction of the Hong Kong-Zhuhai-Macao Bridge. Upon completion of the bridge and transport infrastructures at the west coast of the Pearl River, the socio-economic integration between the two places can be strengthened. More people and cargoes will be drawn to Hong Kong's ports and airport for access to other parts of the world. Regarding the waterborne transport, Hong Kong's ports will also be benefited from the increased cargo sources brought about by the completion of the "Xijiang Main Inland River Waterways" and the "Three Verticals, Three Horizontals System" in PRD river transportation network.

⁸ According to the "Expressway Network Plan in Guangdong Province (2004-2030)", "one-day transport ring" refers to the travel distance between two cities which would be reached in the same day.

Challenges

(I) Regional Competition Intensified Greater Challenges Posed

14. Both the National and GD 11th FYPs attach great importance to enhancing the development of ports and airports and planning basic infrastructures to cater for their transport needs. This is a vital strategy in support of further economic development. The GD 11th FYP proposes to raise the port throughput to 1.2 billion tonnes by 2010 and container throughput to 50 million TEUs. The construction of container ports and the improvement in supporting transport infrastructures in the PRD, such as freight rails, has exerted greater pressure on the competitiveness of Hong Kong's ports. In respect of airports, the completion and extension of the new Guangzhou Baiyun International Airport has also put pressure on the growth of the Hong Kong International Airport. Phase 2 extension of the new Baiyun Airport has already been included as a major project in the GD 11th FYP. Since land resource is not so much a constraint, the Baiyun Airport can increase its capacity within a short period of time.

15. For railways, the Mainland places emphasis on the construction of passenger rail lines, inter-city rapid transit systems and mass transit railway networks. In order to facilitate business and leisure travels between the two places, Hong Kong should keep on strengthening its railway connection with Mainland's railway networks and upgrading the existing level of service to tie in with the ever improving and higher speed railway services in the Mainland. Otherwise, the competitive edge of Hong Kong's overall transportation services in the region will be undermined.

(II) Hong Kong takes time to respond to Mainland's Rapid Transport Development

16. **The two places are at different stages of development:** at present, the Mainland is still at a stage of rapid development. As the existing transport infrastructures cannot completely satisfy the needs of its economic development and people's traveling demand, it is necessary to put in considerable resources to construct transportation facilities. It is worth pointing out that Hong Kong's development has already reached a mature stage. Its transport infrastructures can basically meet the requirements of socio-economic development and cross-boundary travel demand. As such, different development lead time for transport

infrastructure between the two places is understandable (**Annex 6**). While undertaking timely planning and construction of new transport infrastructures in accordance with its own needs, Hong Kong should also actively explore how new development opportunities can be seized through development of innovative concepts and improvement in institutional system.

17. **Difference in the approach of transport infrastructure development:** the Mainland adopts the concepts of “Priority Development of Transportation Sector”⁹ and “Developing Infrastructures moderately ahead of the actual requirement”¹⁰ in driving economic development and regards transport infrastructures as important initiatives to support development of producer’s services industry. Moreover, the Mainland government will ensure the implementation of major transport infrastructure projects through administrative measures such as subsidies or policy support provided by governments at various levels. Hong Kong basically adheres to the market mechanism. Any decision to trigger off an individual infrastructure project depends on whether there is imminently foreseeable demand. Besides, stringent cost-benefit analyses are also required. Although adhering to the market force can avoid uncertainty resulting from administrative intervention and waste of resources induced by duplicate developments, the inherent limitation is its inability to provide timely response to any policy changes and hence the failure to provide the necessary transport infrastructures in time. Moreover, if Hong Kong sticks to its present mechanism for triggering off development, its competitiveness in the overall regional development may be weakened.

18. **Difference in development mechanism and procedures:** the Mainland’s major and regional transport infrastructure projects are planned and approved by the Development and Reform Commissions (DRCs) of various levels. The DRCs, which co-ordinate and balance the planning of major industries and transport infrastructure facilities based on the strategy generally adopted for developing various sectors, possess stronger co-ordinating capability. As for Hong Kong, different policy bureaux/ departments/committees are responsible for different cross-boundary infrastructure development and their planning and development are usually determined on an individual project basis. Hence, there is room for improvement in the formulation of regional transportation development strategies and co-ordination of different projects. On the lead time for

⁹ Chapter 16 of the national 11th FYP.

¹⁰ Chapter 3 of the 11th FYP of the Guangdong Province.

individual projects, statutory procedures such as extensive public consultation are required in Hong Kong. Taking more than ten years from conceptualization to completion will give rise to many uncertainties to a project (**Annex 7**). Furthermore, although major projects in both sides will need to undergo environmental assessment and land resumption processes, the time required in the Mainland is usually shorter and their implementation, if being included in the five-year plans or short-term development plans, can be expedited administratively. The above demonstrates that both systems have their own merits and demerits but the time required by the Mainland in planning and construction of transport infrastructures is shorter.

19. **Need to strengthen initial planning studies with the Mainland** : the existing co-ordinating mechanism on cross-boundary transport infrastructures between GD and Hong Kong is mainly project-oriented. Under this approach, engineering and technical studies will only be carried out after consensus on the project has been reached by both sides. Co-operation with the Mainland on the comprehensive planning of cross-boundary transport infrastructures should be stepped up so that both sides can discuss and study topics of mutual concern and issues affecting regional development as early as possible. Moreover, major projects included in the Mainland's five-year plans have in general had their initial studies completed, and can proceed in full speed upon announcement of the plans. Hong Kong thus becomes unable to respond in a timely manner. Under the principle of "One Country, Two Systems", the Mainland authorities have difficulties to provide Hong Kong with unpublished information or invite Hong Kong to participate in discussions at an early planning stage. As Hong Kong cannot get good hold of the latest information on major transport infrastructure projects in the neighbouring cities and make timely responses, this may give an impression that Hong Kong is not proactive enough.

Responses/Actions from the Government and Other Sectors

20. The Hong Kong SAR Government has been liaising with the Mainland on the development of cross-boundary transport infrastructures through such channel as the Hong Kong/Guangdong Co-operation Joint Conference with a view to further facilitating the implementation of projects. At present, cross-boundary transport infrastructure projects under planning or construction (Plans 6 and 7) include:

(1) Hong Kong-Shenzhen Western Corridor

The Hong Kong-Shenzhen Western Corridor, being the fourth vehicular boundary crossing, will not only alleviate the traffic congestion at the existing boundary crossings, but will also be able to cope with the future demand. At present, works on the Hong Kong section have been completed and the works on the Shenzhen Bay Control Point are in progress. Hong Kong and GD are working towards commissioning the Corridor in 2007.

(2) Sheung Shui to Lok Ma Chau Spur Line

Sheung Shui to Lok Ma Chau Spur Line is constructed to meet the increasing cross-boundary passenger travel demand. This line will branch off from the existing East Rail just north of Sheung Shui and lead to the new Lok Ma Chau Terminal close to the boundary. The station will be connected to Futian Control Point by a footbridge, and cross-boundary passengers may interchange with Shenzhen's mass transit railway system. The crossing is scheduled for opening in the first half of 2007.

(3) The Northern Link

The Northern Link (NOL) will run between the existing West Rail at Kam Sheung Road Station and the new Lok Ma Chau Terminal now being built as part of the Spur Line project. KCRC would take forward further planning of the NOL and the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link as a combined project. Upon completion, it will not only facilitate traveling between eastern and western New Territories but also provide residents of western New Territories with more convenient cross-boundary rail services.

(4) Hong Kong-Zhuhai-Macao Bridge (HZMB)

The HZMB Advance Work Co-ordination Group was established by the three governments to co-ordinate and take forward the initial work of the project. At the recent Ninth Plenary of Hong Kong/Guangdong Co-operation Joint Conference, the concerned parties have agreed to adopt the "separate location of boundary

crossing facilities (BCFs)" mode¹¹ and to commission the Highway Planning and Design Institute to commence the study on the arrangements and site selection of the BCFs as soon as possible. In parallel, the study on funding proposals of the bridge will continue. Once the proposals are confirmed feasible and approval obtained from the Central Government, development of the project will proceed. Apart from shortening the spatial distance between Hong Kong and the western PRD and widening the SAR's cargo sources, the bridge would also help boost the development of Mainland's central and western regions.

(5) Guangzhou-Shenzhen-Hong Kong Express Rail Link

The Guangzhou-Shenzhen-Hong Kong Express Rail Link (ERL), linking Hong Kong to the Shibi Station in Guangzhou via the Longhua Station in Shenzhen, will form part of the national high-speed rail network. With this new inter-city rail corridor, the journey time between Guangzhou and Hong Kong would be reduced from the current 100 minutes to within an hour. The Hong Kong section of the ERL will run from a proposed terminal at West Kowloon to the boundary at Lok Ma Chau for connection with the Mainland section of ERL. The works on the section between Shibi and Longhua have commenced in December last year. As for the Hong Kong section, approval was given in February this year to plan ERL as an integrated project with NOL. In line with the aim to speed up railway development as set out in the National 11th FYP, the ERL will strengthen Hong Kong's connection with the PRD and cities in the eastern region.

(6) Eastern Corridor (Liantang-Heung Yuen Wai Control Point)

Hong Kong and Shenzhen have set up a joint study group on the Eastern Corridor (Liantang-Heung Yuen Wai Control Point) to explore the needs, functions and benefits of the Liantang-Heung Yuen Wai Control Point with a view to completing all necessary assessment and planning studies in the shortest possible time. Hong Kong and Shenzhen will, through the joint study group, identify the most effective way to improve cross-boundary traffic in the east and provide a convenient corridor to the eastern part of GD.

¹¹ The boundary control facilities and immigration/customs inspections are to be set up within the respective boundaries of Hong Kong, Zhuhai and Macao.

21. Apart from the aforesaid projects, Hong Kong and the Mainland have also carried out initial studies on cross-boundary development and transport infrastructures, such as the “Planning Study on the Co-ordinated Development of the Greater Pearl River Delta Township” and the “Thematic Planning Study on the Comprehensive Transport System of the Pan-Pearl River Delta Region”:

(1) “Planning Study on the Co-ordinated Development of the Greater Pearl River Delta Township”

The Expert Group on Hong Kong/Guangdong Town Planning and Development¹² launched the "Planning Study on the Co-ordinated Development of the Greater Pearl River Delta Township" in early 2006. The objective of the study is to formulate a regional development strategy by taking a forward-looking perspective to consider and analyze the development direction of the Greater PRD Region, and help integrate and co-ordinate regional developments. The study is expected to complete in 2008.

(2) “Thematic Planning Study on the Comprehensive Transport System of the Pan-Pearl River Delta Region”

The governments of Hong Kong, Macao and the nine provinces in the Pan-PRD Region have jointly commissioned the Institute of Comprehensive Transportation of the National Development and Reform Commission to conduct the “Thematic Planning Study on the Comprehensive Transport System of the Pan-PRD Region”. The Pan-PRD Leaders' Conference has, in principle, endorsed the “Guiding Principles” of the Study. The GD Development and Reform Commission was requested to take the lead in addressing the technical issues of the “Guiding Principles” and to publish the document for implementation with a view to developing a comprehensive transportation network in the Pan-PRD Region expeditiously.

¹² It is one of the expert groups under the Hong Kong/GD Cooperation Joint Conference.

Suggested Major Areas for Discussion

22. As the blueprint for the nation's development in the next five years, the 11th FYP proposes various development targets in areas such as industry upgrading, services industry development and regional co-ordinated development. The Plan affirms the advantageous position of Hong Kong. Indeed, this is the first time the Plan states clearly the role and functions of Hong Kong within the context of the nation's development. In connection with the proposals put forward in the National and GD 11th FYPs, the Government should conduct extensive discussions with various stakeholders, in particular the transportation sector and those with business dealings in the Mainland, on the vision of cross-boundary transport infrastructure developments and their mode of operation. This will promote regional development and mutual benefit as well as contribute to the implementation of development targets as set out in the National 11th FYP. To facilitate discussion, this paper attempts to propose some preliminary ideas so that others may come up with valuable opinions.

23. Members are invited to provide comments on the following suggestions and recommend other topics for investigation.

(I) Facilitating Co-ordinated Regional Development by Employing New Thinking

24. The National and GD 11th FYPs will bring challenges and opportunities to Hong Kong's transport infrastructure development in the future. Competition as well as co-operation exist side by side in the relationship between Hong Kong and GD, in particular among cities in PRD. The Mainland advocates the strategy of developing transport infrastructure to drive economic development, which has intensified the competition among cities in the region. On the other hand, the National 11th FYP proposes to improve the regional co-ordination mechanism, breaking the confines of administrative demarcation, thus providing co-operation opportunities. The GD 11th FYP also proposes to actively facilitate the co-operation among GD, Hong Kong and Macao in areas of logistics and customs clearance and expedite the construction of cross-boundary infrastructures. All these create favourable conditions for further regional co-operation.

25. In view of the new opportunities brought about by the 11th FYP, is it necessary for Hong Kong to make adjustment to the "demand-led"

development mode for developing cross-boundary transport infrastructures? How to adopt more effectively a forward-looking perspective on regional development so as to implement cross-boundary transport projects which are conducive to regional development? How to expedite the development of cross-boundary transport infrastructures so that Hong Kong's competitiveness will not be affected for being not able to respond in a timely manner? Do we need to consider establishing a high-level cross-bureaux/departments co-ordination mechanism to ensure effective support by various departments? Its scope of work may include:

- Discuss the development of cross-boundary infrastructures from a macro perspective on a regular basis, step up efforts in research and invite various stakeholders to participate in discussions in order to formulate a comprehensive development strategy for cross-boundary infrastructures.
- Take on the task of co-ordination in respect of various cross-boundary transport infrastructure projects so that different government departments/stakeholders can take complementary and follow-up actions.
- Apart from improving the hardware, more thorough studies on the systems, procedures and policies relating to the cross-boundary transportation are proposed in order to explore the means of further enhancing the efficiency of people, vehicle and cargo flows through innovation in the management system and utilization of information technology.

26. During the 11th FYP, regional co-operation will be strengthened gradually. It is anticipated that more discussions and co-ordination on the planning of transport infrastructures will take place among various regions and cities in the Mainland. How could Hong Kong engage more vigorously in deeper and broader co-operation with the Mainland so as to implement feasible plans for strengthening links between both sides? Apart from continuously improving the high-level co-ordination mechanism with GD, Hong Kong may consider stepping up communication and exchange with the Mainland authorities responsible for transport infrastructures such as the Ministry of Communications, the Ministry of Railways, and the Development and Reform Commissions at various levels. Every effort should be made to keep abreast of initial studies being carried out for major transport infrastructures in the Mainland,

so that Hong Kong can grasp the latest information and make timely responses, thereby ensuring that the development of transport infrastructures on both sides is mutually complementary and making the most of the synergic effect.

(II) Enhancing Hong Kong's Competitiveness through Optimizing Cross-Boundary Transportation Network

27. The improvement in the Mainland's transportation network has presented Hong Kong with new opportunities. By promoting regional integration and improving its interchange with neighbouring comprehensive transportation nodes, Hong Kong will be able to facilitate the rapid movement of major economic factors inside and outside the region, shorten the spatial distance to various provinces and cities in the Mainland, extend its economic hinterland, provide fresh impetus into the development of such sectors as finance, trade, logistics, tourism, information, professional and industrial/commercial supporting services. This will, in turn, foster and support the development of these sectors in the Mainland. Hence, to improve the cross-boundary transport infrastructure, consideration may be given to various aspects, including:

- Strengthen links with comprehensive transportation nodes in the Mainland. Consideration may be given to reviewing the functions and positioning of various cross-boundary transport infrastructures including roads, railways and waterways by taking into account their functions and service ranges, with a view to optimizing the functions of various transport modes, improving their interchange and enhancing their complementary roles. The objective is to establish a well-integrated transportation system.
- Examine how to connect more effectively with the proposed Shenzhen Eastern Corridor to provide a better access to the eastern part of GD from Hong Kong. Due to scarce land resources, it is hard for Hong Kong to handle a huge increase in cross-boundary vehicular flows. In the long term, apart from enhancing the road network connection, how could Hong Kong, in pursuit of achieving sustainable development, strengthen its links with other mass transit transportation modes in the Mainland?

- Under the principle of providing smooth, rapid and comfort services, examine how to strengthen interchange with the rail network in the Mainland and step up exchange with the relevant Mainland cities on the planning of rail-based boundary control points and ancillary facilities so as to achieve seamless interchange between rail networks on both sides. Apart from the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, which adopts a “shared corridor option”¹³ scheme, Hong Kong will continue to consider linking with the national express rail network via a “dedicated corridor option” in accordance with strategic development needs. Moreover, to foster socio-economic development, should consideration be given to providing more point-to-point cross-boundary through train services between Hong Kong and major cities in the Mainland?
- How to promote the development of ports and airport by optimizing the transport networks; strengthen land and waterborne transport links with neighbouring cities and cargo distributing centres to facilitate unimpeded passenger and cargo flows; and continuously extend the aviation network? .
- Hong Kong should acquaint itself further with the concept, development and implementation programme of port-rail with multi-modal operation in the Mainland. This would provide a basis to decide on the follow-up studies and next steps to take to enable Hong Kong to handle cargoes originated from the Mainland in a more effective way. Furthermore, with the construction of the “Xijiang Main Inland River Waterways” and “Three Verticals, Three Horizontals System” in PRD, waterborne transport will be enhanced. It is worth exploring how to attract a bigger share of PRD waterborne cargoes more effectively.
- Consider how to further optimize resources and define

¹³ The “shared corridor option” scheme adopted in the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link refers to the sharing of rail tracks by the existing West Rail, the proposed Northern Link and the Kowloon Southern Link under construction. The “dedicated corridor option” scheme refers to laying an exclusive cross-boundary rail track.

functions in respect of boundary control points in light of the commissioning of the Hong Kong-Shenzhen Western Corridor Control Point and Lo Ma Chau Rail Crossing Point.

Advice Sought

28. Members are cordially invited to express views on the following :
- (i) Have the proposed improvements in transport infrastructure for enhancing international competitiveness of the nation and Hong Kong been comprehensively and thoroughly analyzed in this paper? Are there any points need to be supplemented?
 - (ii) Have the opportunities and challenges arising from the transport infrastructure development strategies set out in the National 11th FYP been comprehensively and thoroughly analyzed in this paper? Are there any points need to be supplemented?
 - (iii) Have the opportunities and challenges arising from the transport infrastructure development strategies set out in the GD 11th FYP been comprehensively and thoroughly analyzed in this paper? Are there any points need to be supplemented?
 - (iv) Are the proposed measures to further develop Hong Kong's transport infrastructure considered appropriate? Are there any strategic directions need to be adjusted?
 - (v) Are the topics on further developing Hong Kong's transport infrastructure proposed for further investigation and consideration considered appropriate?

Housing, Planning and Lands Bureau
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The positioning of Hong Kong and development of transport infrastructures in National and Guangdong 11th Five-Year Plans

The National 11th Five-Year Plan

The National 11th FYP sets out clearly that support will be rendered to develop Hong Kong's services industries like finance, logistics, tourism and communications, to maintain Hong Kong's position as an international finance, trade and shipping centre, and to strengthen the co-operation on infrastructures among Mainland, Hong Kong and Macao. In promoting the development of cities in a region, the Plan highlights the need to enhance the co-ordination and complementary strengths of cities in the Pearl River Delta (PRD), Yangtze River Delta and Beijing-Tianjin-Hebei Region so as to increase the overall competitiveness of each region and maintain the interaction and radiation to the neighbouring areas.

In giving priority to the development of transport infrastructure, the National 11th Five-Year Plan has the following proposals:

- Through co-coordinated planning and rationalized layout of transport infrastructure, it proposes to enhance the mutual convergence between different transport means so as to achieve combined efficiency and overall strength, and construct a convenient, unobstructed, efficient and safe integrated transport system.
- Expedite railway development. Emphasis will be given to the construction of passenger lines and inter-city rapid transit system forming a primary rapid passenger transport network.
- Further improve the road. Enhance the overall efficiency of road networks through opening up inter-provincial corridors.
- Vigorous development of waterborne transport. Improve the layout of coastal and riverside ports, and increase the throughput of ports. Construct a high-grade fairway network at the PRD. Promote river-sea trans-mode transportation.
- Optimize the layout of civil airports, expand large-scale airport and improve the air route network.
- Optimize the allocation of transport resources. Strengthen the links with hubs and the convergence with passenger/cargo distributing nodes to promote integrated transportation.

Guangdong 11th Five-Year Plan

Guangdong(GD) 11th FYP proposes the “forward-looking, holistic, pragmatic, mutually beneficial” principles to fortify the implementation of the Closer Economic Partnership Arrangement (CEPA) among the Mainland, Hong Kong and Macao. Optimizing individual strengths, Guangdong, Hong Kong and Macao will enhance co-operation in an all-around perspective. The Plan fosters co-operation on such areas as logistics, tourism, finance, medium consultation, science and technology, education, culture, hygiene, information, environmental protection and clearance in control points. It also proposes to expedite the construction of cross-boundary infrastructural facilities.

Promoting Pan-Pearl River Delta Regional Cooperation, GD 11th Five-Year Plan proposes to establish a new mechanism to facilitate the formulation and implementation of the co-operation plans. With a view to actualizing cooperation proposals and overcoming constraints of administrative bulwark, Pan-PRD regional cooperation will be promoted comprehensively through phased implementation. It also proposes to improve the regional comprehensive transport networks with emphasis on the development of expressways, rail links, coastal ports, inland waterways and airport infrastructures to further enhance the capacity of the comprehensive transport network in the region. The obstacles of regional co-operation should be gradually eliminated to build up a fair and open regional market.

GD 11th FYP sets out the details of planning for the transport infrastructure within the -province. During the 11th FYP period, GD will continue to improve the transportation networks with emphasis on the development of “Three Major Networks and Three Major Systems”, in which road , railway and high-grade waterway networks as well as container, energy and civil aviation transportation systems will be provided. By 2010, the total mileage of highways in GD will reach 140,000 km; of which, about 5,000 km will be expressways. The highway density will reach about 78 km/100 sq. km. The mileage of railways in operation will be about 2,900 km while that of the underground railway will be above 300 km. The passenger handling capacity of civil aviation airports will be over 90 million. The port throughput will reach 1.2 billion tonnes, among which the throughput for containers will reach 50 million TEUs.

GD 11th FYP proposes to develop 62 major comprehensive transport items amounting a total investment of about RMB550 billion, of which about 432 billion will be incurred during the period of 11th FYP.

The Hong Kong-related major transport infrastructure projects
in the Mainland 11th Five-Year Plans

Types of facilities	National 11 th Five-Year Plan	Guangdong 11 th Five-Year Plan
(A) Expressways	<ul style="list-style-type: none"> - the Beijing to Hong Kong (Macao) Expressway - the Shenyang to Haikou Expressway - the Baotou to Maoming Expressway - the Guangzhou to Kunming Expressway 	<ul style="list-style-type: none"> - the Guangshen Coastal Expressway - Pearl River Delta Outer Ring Expressway
(B) Railways	<ul style="list-style-type: none"> - Beijing-Guangzhou-Shenzhen (passenger rail line) - Shanghai-Ningbo-Shenzhen (passenger rail line) - Guangzhou-Zhuhai Line (inter-city rapid transit system) 	<ul style="list-style-type: none"> - Wu-Guang Passenger Rail Line - Xia-Shen Coastal Railway - The Guangzhou -Shenzhen Line and Guangzhou -Zhuhai Line of the Pearl River Delta Intercity Rapid Link System - the fourth track of the existing Guangshen Railway
(C) Ports	<p>- constructing transit systems for coal, imported liquefied petroleum gas and imported quarry and container transportation systems for coastal ports including Dalian, Tangshan, Tianjin, Qingdao, Shanghai, Ningbo to Zhoushan, Fuzhou, Xiamen, Shenshen, Guangzhou, Zhanjiang and Fangcheng</p>	<p>- develop specialized terminals for containers, liquefied petroleum gas, quarry, etc, at the five major hub ports, namely Guangzhou, Shenzhen, Zhuhai, Zhanjiang and Shantou. On the basis of the major coastal hub ports, a mutually interchanging railway-road container transportation system is formed by making Shenzhen and Guangzhou the Main Ports, Zhuhai, Humen, Zhanjiang and Shantou the Second-tier Ports, and other ports like Zhongshan as feeder port. It proposes to strengthen the interchange of distributing centres within hub ports and promote the development of multi-modal transportation.</p>
(D) Fairways	<p>- Upgrading works of the estuary and waterways of the Pearl River</p>	<p>- construct a high-grade navigation course network to be formed by the main inland river waterways of Xijiang and the “Three Horizontals and Three Verticals System” waterways of 3rd class or above in PRD</p>

		- clear the outgoing fairway of the major hub ports and upgrade inland waterways of 1,000 bearing tonnes or above.
(E) Aviation	- Expand Guangzhou's airport - Expand Shenzhen's airport	- Phase II Development of the New Guangzhou Baiyun International Airport - Expand Shenzhen's airport - Construct a civil aviation airport in Zhaoshan.

Annex 2

Transport infrastructures in the National and Guangdong 9th, 10th and 11th Five-Year Plans

	The Nation			Guangdong Province		
	9 th Five-Year Plan 1995-2000	10 th Five-Year Plan 2000-2005	11 th Five-Year Plan 2006-2010	9 th Five-Year Plan 1995-2000	10 th Five-Year Plan 2000-2005	11 th Five-Year Plan 2006-2010
New highways Traffic Mileage	240,000 kilometres	250,000 kilometres	380,000 kilometres*	18,000 kilometres	13,000 kilometres	25,000 kilometres*
Of which, new traffic mileage for expressways	13,000 kilometres	25,000 kilometres	24,000 kilometres*	828 kilometres	1,954 kilometres	2,000 kilometres
Length of new railways in operation	5,600 kilometres	6,500 kilometres	17,000 kilometres	401 kilometres	414 kilometres	1,100 kilometres
Of which, new passenger rail lines			7,000 kilometres			
Number of new berthing spaces of the coastal ports handling over 10,000 tonnes	130	196	N.A.	33	65	150 *

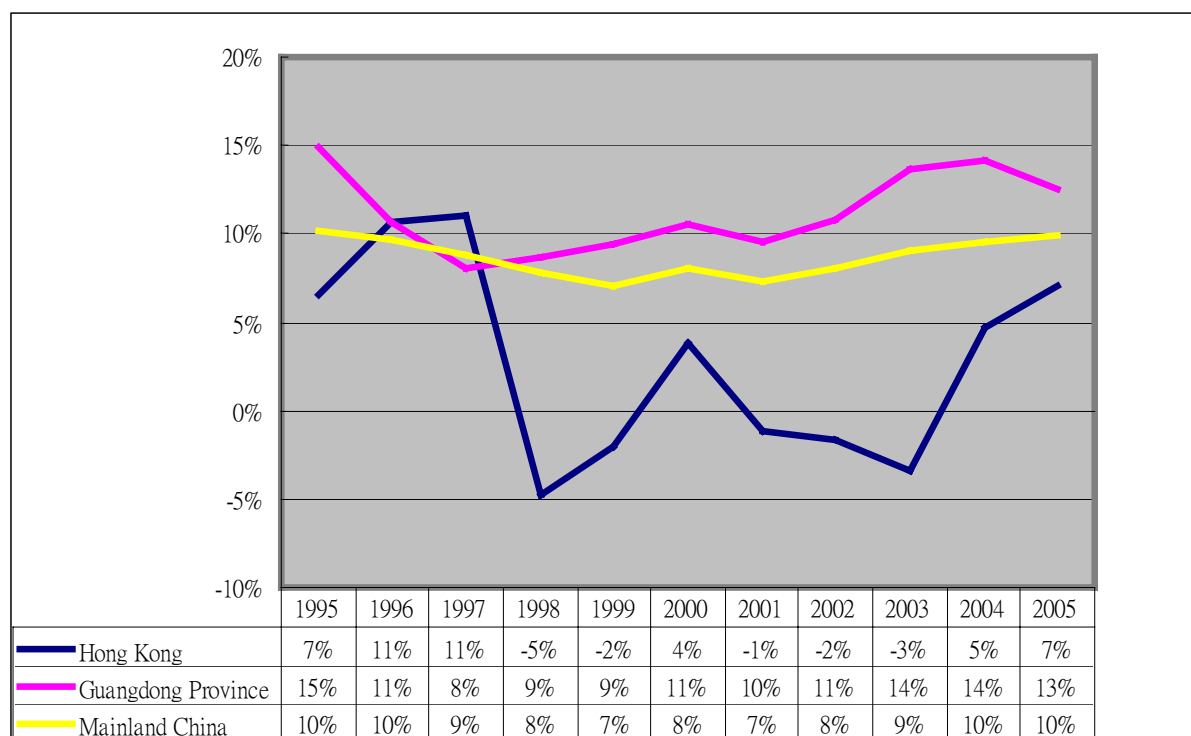
* From the news report and no official data has been released.

Sources of Information:

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2. Ministry of Communications: Statistics on the development of highway and water transport industries in 2005.

3. National Bureau of Statistics of China: The long-term and fruitful development of transport industry during the period of the 10th Five-Year Plan --- a review report on the Country's socio-economic development in the 10th Five-Year Plan.
4. Ministry of Railways: The 10th Five-Year Plan for railways.
5. Ministry of Communications: Issue of the notice of the 10th Five-Year Plan for highway and water transport.
6. The 10th Five-Year Plan for the integrated transport systems in Guangdong Province.
7. Statistics Bureau of Guangdong Province: A review of the development of communications, postal and telecommunications industries in Guangdong during the period of the 10th Five-Year Plan.
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9. Statistics Bureau of Guangdong Province: A review of the development of communications and transportation and postal and telecommunications in Guangdong during the period of the 9th Five-Year Plan.
10. "An addition of 25,000 kilometres in the new transport blueprint in Guangdong's 11th Five-Year Plan", Nanfang Daily, dated 27-01-2006.

Comparison of GDP growth between Hong Kong and the Mainland, 1995 - 2005



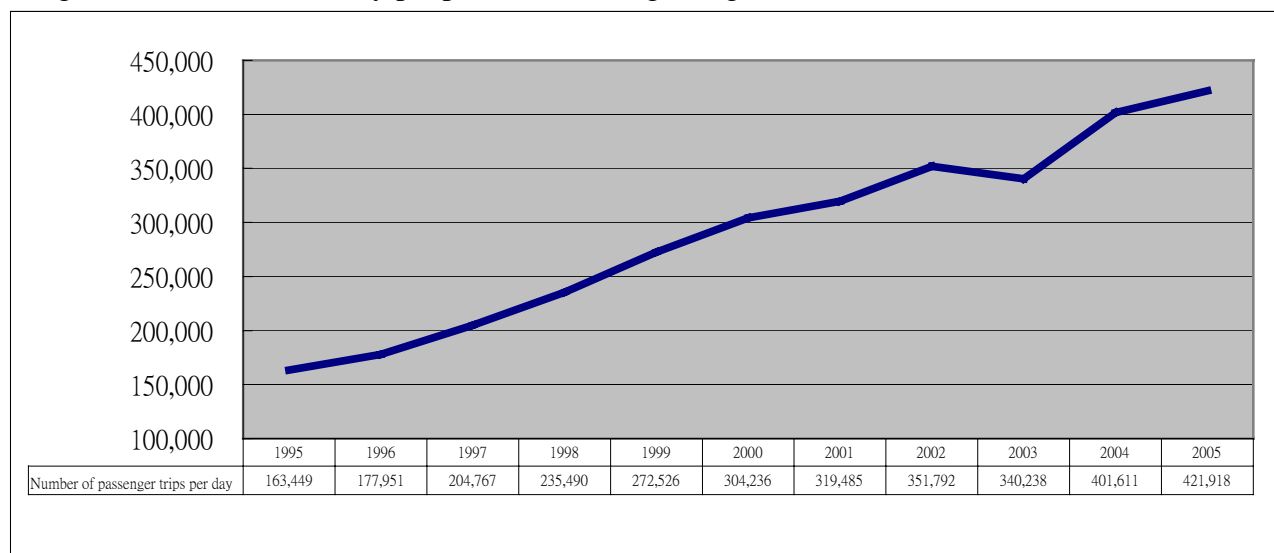
Sources of Information:

1. Statistical communiqué of the People's Republic of China on the 2005 National Economic and Social Development (1990-2005)
2. The Government Work Report of Guangdong Province (2000-2006)
3. Guangdong Statistical Yearbook (1991-2000)
4. Hong Kong Annual Digest of Statistics (1990-2005)

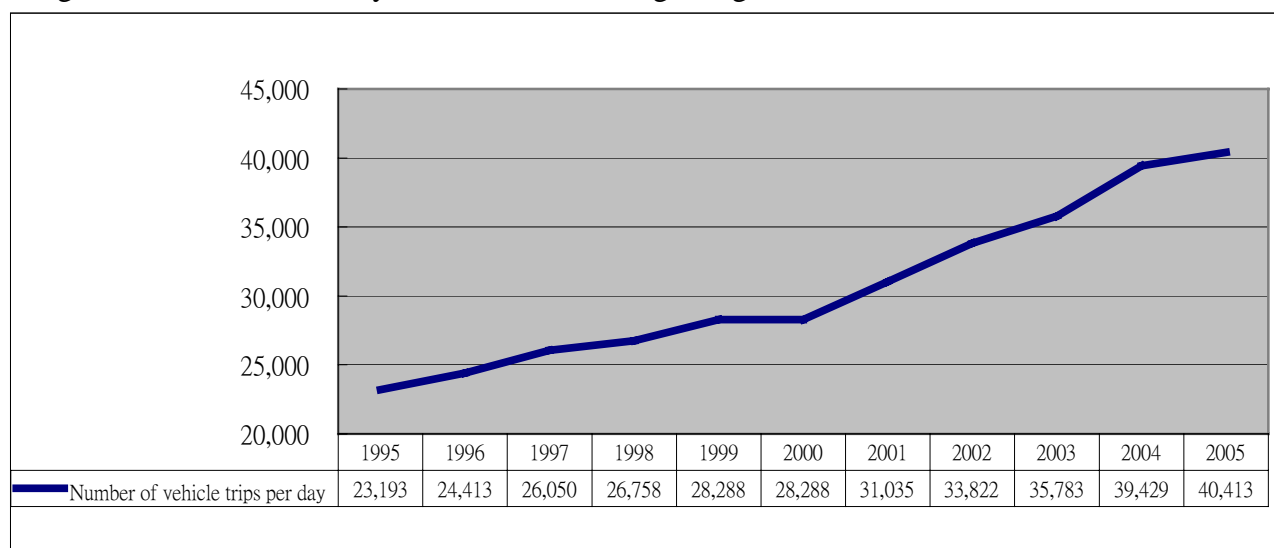
Annex 4

The growth of cross-boundary people and vehicle flows of Hong Kong, 1995 - 2005

The growth of cross-boundary people flow of Hong Kong between 1995 and 2005



The growth of cross-boundary vehicle flow of Hong Kong between 1995 and 2005



Source of Information: Information from the website of Transport Department,
HKSARG.

The layout of regional highway transport networks in the “Planning Principles on Road and Waterborne Transport Infrastructures under the Pan-Pearl River Delta Regional Cooperation”

On the basis of the regional expressways network, the regional transportation nodes of the Pan-Pearl River Delta Region are located at the major cities with mutual convergence with various transport means. There are totally 65 highway-based transportation centres, which bear significant economic value, are formed by national highway transportation nodes and major regional highway transportation nodes.

List of the cities proposed for the development of regional transportation nodes

Province	City
Guangdong	Guangzhou, Fushan, Dongguang, Shenzhen, Shantou, Zhanjiang, Zhuhai, Maoming, Meizhou, Jiangmen, Shaoguang, Zhaoqing, Huizhou, Zhongshan
Fujian	Fuzhou, Xiamen, Quanzhou, Zhangzhou, Nanping, Longyan, Sanming
Hainan	Haikou, Sanya
Guangxi	Nanning, Liuzhou, Fangchenggang, Guilin, Baise, Hechi, Wuzhou, Beihai, Chongzuo, Guigang
Guizhou	Guiyang, Zunyi, Liupanshui
Hunan	Changsha, Zhuzhou, Hangyang, Yueyang, Changde, Shaoyang, Huaihua, Xiangtan, Zhangjiajie
Jiangxi	Nanchang, Yingtan, Ganzhou, Yichun, Jiujiang, Shangrao, Ji'an
Yunnan	Kunming, Qujing, Dali, Jinghong, Ruili, Kaiyuan
Sichuan	Chengdu, Yubin, Neijiang, Nanchong, Mianyang, Leshan, Luzhou

The regional highway hub cities, which contain major ports, major railway nodes and hub airport, should be planned in a comprehensive manner in order to develop them as integrated transportation hubs. Based on the principles of seamless interchange for passenger transport and seamless convergence for cargo transport, three or above transportation means for interchange can be realized in such transportation hubs in a bid to develop these cities as major regional comprehensive transportation nodes. The major regional comprehensive transportation nodes are significant nodes of the comprehensive transport networks in the region, which are the main inbound/outbound passenger and cargo distributing centres of the Pan-PRD region providing essential support to the Pan-PRD cooperation and development. The major comprehensive transportation nodes in the Pan-PRD region include 16 cities, namely Guangzhou, Shenzhen, Fuzhou, Zhanjiang, Xiamen, Shantou, Yueyang, Changshan, Nanchong, Nanning, Chengdu, Kunming, Guiyang, Liuzhou, Guilin, and Haikou.

Based on the general principles of “co-ordinating the development of roads and stations, synchronizing development, putting emphasis on major nodes, guiding the directions, making use of major nodes to drive overall development and gradually forming

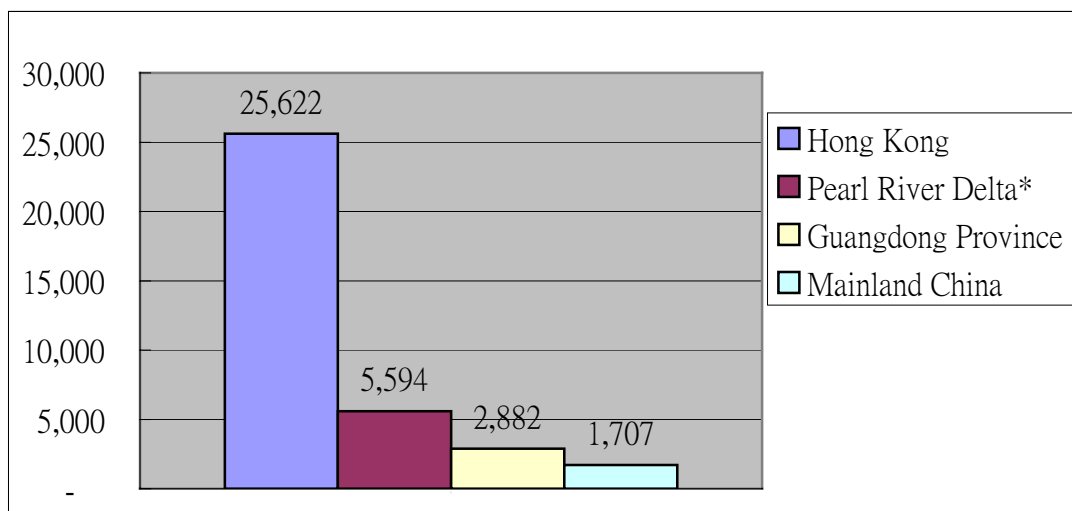
networks”, the comprehensive planning for the development of highway-based transport nodes in the hub cities should be hastened. From the planning perspective, with the general directions of developing inter-provincial express passenger and cargo transportation system, the international-inland container transportation security system , the tourism travel service network as well as the integrated inter-city, inner-city and city-town passenger/cargo transportation system, the key development projects to be completed by 2010 are as follows:

- (1) develop the provincial central cities of the 9 provinces as the key integrated passenger transport nodes, which connect with the integrated cargo transportation nodes within the layout of major ports and railway nodes.
- (2) construct container transit stations at points where the main ports for containers and rail container transportation nodes meet.
- (3) cargo stations at boundary crossing points in cities with major road crossing points.
- (4) integrated passenger transportation stations in major tourist cities.
- (5) Major passenger distributing points along expressways.

Comparison of GDP per capita between Hong Kong and the Mainland

Comparison of GDP per capita between Hong Kong and the Mainland (2005)

Unit: US dollars

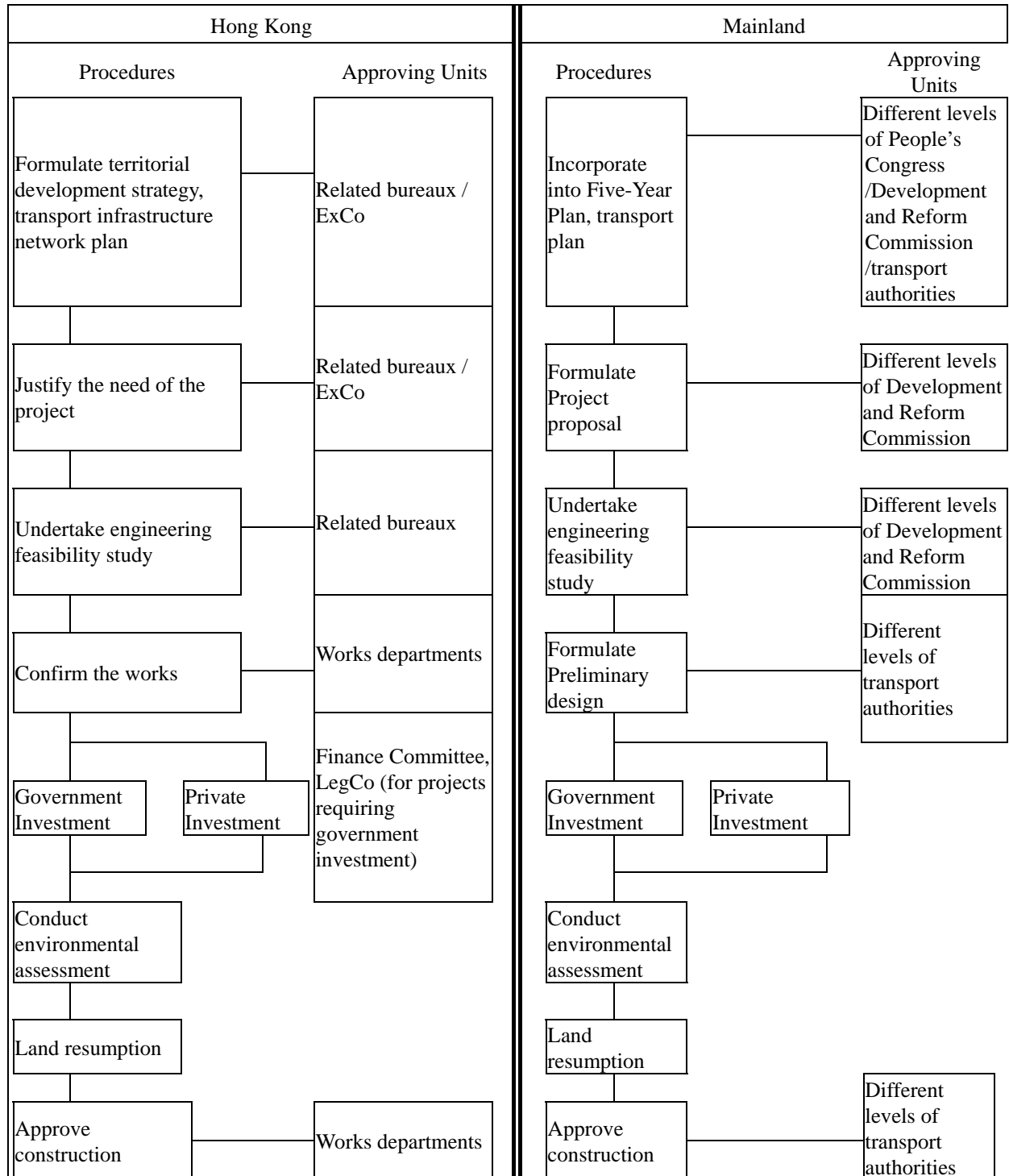


*The data for the Pearl River Delta was obtained in 2004 and the data for 2005 is yet to be released by the Statistics Bureau of Guangdong Province.

Sources of Information:

1. China Statistical Summary in 2006
2. The Government Work Report of Guangdong Province in 2006
3. Hong Kong in Figures 2006

Comparison of the main procedures for major transport infrastructure development between Hong Kong and the Mainland



Sources of Information:

1. Project Management for the Public Works Programme, Hong Kong Government.
2. “Provisional Regulations for Renewal and Reform Measures and Infrastructure Planning”, the then National Planning Commission, then National Economic Commission and National Bureau of Statistics, 1983
3. “Notice of National Planning Commission to reaffirm the strict implementation of requirements for Infrastructure Planning and Approving”, the then National Planning Commission, 1999
4. “State Council’s Decision on the Reform of Investment Systems”, the State Council, 2004

List of Plans

- Plan 1 National Expressway Network Layout
- Plan 2 Expressway Network in Guangdong Province
- Plan 3 The Medium and Long Term National Passenger Rail Lines
- Plan 4 Railway Network in Guangdong Province
- Plan 5 Major Inland River Waterways in Guangdong Province
- Plan 6 Hong Kong Cross-boundary Expressway Network
- Plan 7 Hong Kong Cross-boundary Railway Network

《「十一五」與香港發展》經濟高峰會

交通基建發展

前言

本文是從政府及公營機構的角度初步分析「十一五」規劃與香港發展的機遇與挑戰，希望藉此引發社會各界的討論，以便高峰會在未來數月制訂一份務實可行的「行動綱領」。

目的

2. 在全球一體化的大趨勢下，國際間的經濟活動日益頻繁，人流貨流亦隨之增長，對交通運輸基建的需求，亦日益增加，完善的運輸網絡對提升城市的競爭力將扮演重要角色。國家「十一五」規劃提出要積極提升和完善交通運輸基礎設施，配合快速經濟發展需求。本文旨在探討香港如何能加強與內地在交通基建規劃和建設方面的協調發展，以構建相互銜接、有利於跨界客貨流的綜合交通運輸系統，繼續發揮在珠三角區域城市群的帶動作用，承擔輻射內地及國際的功能，並鞏固香港國際金融、貿易、航運等中心的地位。

背景

3. 國家「十一五」，亦肯定了香港國際金融、貿易、航運等中心的地位，支持香港發展金融、物流、旅遊、資訊等服務業。為配合規劃，及進一步發揮香港的國際橋樑作用，構建完善的跨界交通運輸網絡至為重要。

「十一五」規劃下內地交通基建發展新形勢

4. 國家「十一五」規劃並沒有以獨立的章節闡釋有關交通基建的建議，而是將其納入「促進區域協調發展」和「加快發展服務業」的章節(附件一)。在必須保持經濟平穩較快發展及完善市場經濟體制為主要目標的前提下，交通基建的作用主要是支撐及帶動經濟發展，有關重點歸納如下：

(一) 促進區域協調發展

- 促進城鎮化健康發展，形成合理的空間格局。除要加強珠三角、長三角和京津冀城市群內各城市的分工協作和優勢互補外，還應繼續發揮對周邊地區的帶動和輻射作用。健全市場機制，打破行政區劃的局限，促進生產要素在區域間自由流動，引導產業轉移。在基礎設施方面，要建設出境、跨區鐵路和加強跨省區公路運輸通道等。
- 廣東省「十一五」規劃亦提出提升粵港澳合作水平，按照“前瞻、全局、務實、互利”的原則，發揮粵港澳各自的優勢，全方位加強合作，加快跨境基礎設施建設。此外，加強連接周邊省區及泛珠三角區域出省高速公路的建設，重點建設出省鐵路。

(二) 加快發展服務業

- 拓展生產性服務業，以優先發展交通運輸業和大力發展現代物流業作為支撐。
- 透過統籌規劃、合理佈局交通基礎設施，做好各種運輸方式相互銜接，發揮組合效率和整體優勢，建設便捷、通暢、高效、安全的綜合運輸體系。
- 公路方面，繼續完善國道、省道幹線公路網絡，打通省際間通道，發揮路網整體效率(圖一、圖二)。

而鐵路方面要加快發展，重點建設客運專線¹和城際軌道交通(圖三、圖四)。

- 完善沿海沿江港口佈局，擴大港口吞吐能力，建設珠江三角洲高等級航道網。廣東省「十一五」規劃建議目標形成以深圳港、廣州港為幹線港，重點建設西江水運主通道和珠江三角洲“三縱三橫”(圖五)。
- 優化民用機場佈局，擴充大型機場，完善航線網絡。廣東省「十一五」規劃提出以廣州新白雲國際機場作為樞紐，並擴建深圳機場。
- 推進江海聯運，集裝箱多式聯運，以及加強鐵路集裝箱運輸系統的建設。廣東省「十一五」規劃亦提倡加快建設“三大系統”，分別為集裝箱、能源和民用航空運輸系統。在集裝箱運輸系統中，特別強調與鐵路、公路相銜接。

5. 在「九五」(1996-2000)至「十五」計劃(2001-2005年)期間，內地大力發展交通基礎設施，其中新增的公路、鐵路里程和港口泊位數目均十分顯著。同期，內地經濟展現了躍進式發展(附件二、三)，印證了經濟發展和交通基礎發展的密切關係。

香港與內地的聯繫

6. 目前，香港和內地有三條公路通道，分別位於落馬洲、文錦渡和沙頭角，經過深圳市的道路網絡接駁至內地主要城市。即將建成的深港西部通道，可增加口岸通關能力。當建設中的廣深沿江高速公路落成後，香港的跨界公路可更直接通往廣州及其他城市。在鐵路方面，目前香港主要透過東鐵與深圳的鐵路連接，上水至落馬洲支線於2007年落成

¹鐵道部於2004年制定的《中長期鐵路網規劃》提出，為滿足快速增長的旅客運輸需求，建立省會城市及大中城市間的快速客運通道，規劃“四縱四橫”快速客運專線以及三個城際快速客運系統，其中客運專線客車速度目標值達到每小時200公里及以上。

後，香港的鐵路網可更方便地連接深圳的地鐵線。在內河水運方面，近年香港處理的內地貨運量有顯著的增長²。而香港港口和機場的發展，與內地的經濟發展尤為密切，華南地區、特別是珠三角的經濟持續高速增長，為香港港口和機場的發展提供了不可多得的機遇。

7. 1997-2005年，香港與內地跨界人流量年均增長9.5%，車流量年均增長5.6%³(附件四)，大部份跨界人流(95%)⁴及車流(99%)⁵的起訖點均為珠三角城市。隨著「十一五」期間區域交通基礎設施的改善和擴展，兩地在人流、車流和貨流方面的連繫預料會持續加強，而跨界行程的出行目的亦隨社會經濟的發展而轉變。

機遇和挑戰

機遇

(一) 為區域協調發展造就環境

8. 國家「九五」和「十五」計劃均有提及內地與香港的關係，「十一五」規劃更明確支持香港發展物流業和維持航運中心的地位，同時提出促進區域協調發展，加強珠三角城市群內各城市的分工協作和優勢互補。在交通基礎設施方面，訂下了“統籌規劃、合理佈局”的方針和目標，為區域的交通基建合作提供了策略性的依據和方向。在此框架下，廣東省「十一五」規劃強調提高粵港澳合作的水平，加快跨境基礎設施建設，為粵港的進一步合作造就了良好的環境。

9. 要加強粵港之間的進一步合作，地區之間需遵循各自社會經濟發展的需要，發揮本身的比較優勢，互補合作。為此，香港須把握「十一五」規劃帶來的機遇，以互惠互利的原則與鄰近城市加強合作發展跨界交通基礎設施，藉此拓展

² 根據香港政府統計處資料，1997-2001年的年均增長為7.6%，2001-2005年的年均增長為9.7%。

³ 運輸署數字。

⁴ 2003年跨界旅運統計調查，規劃署，2003年

⁵ 跨界旅運統計調查2004年補充調查，規劃署，2004年

經濟腹地和鞏固香港在金融、貿易、物流、旅遊、資訊、專業及工商支援服務等行業的領導地位。

(二) 連接內地交通網絡有助鞏固香港樞紐地位

10. 近年來，廣東省交通運輸系統的優化，特別是水運和鐵路運輸加快發展，為經濟發展提供了大運量、低成本的交通支撐體系。廣東省「十一五」規劃加強對交通運輸網絡的規劃和建設，大大改善了省內交通運輸系統的通達性和承載力。在省際聯繫方面，廣東銳意加強與周邊省區連接，特別是與泛珠三角區域的聯繫。目前，廣東省規劃了12條出省高速公路⁶和12條出省鐵路⁷。

11. 內地在交通運輸網絡佈局中特別強調運輸樞紐(亦稱為節點)的功能，以發揮組合效率。例如在主要港口、鐵路和機場所在地的城市，按照客運零換乘、貨運無縫銜接的概念，規劃集多種運輸方式的有機銜接，使這些城市發展成為區域性重要的客貨集散地和綜合交通樞紐。按照國家交通部編制的《泛珠三角區域合作公路水路交通基礎設施規劃綱要》，廣州和深圳已被列為泛珠三角區域的重要綜合交通樞紐，而東莞、佛山、中山和珠海亦被列為區域公路運輸樞紐城市(附件五)。

12. 隨著內地交通運輸網絡的優化，香港應改善跨界通道和通關能力，以高效便捷的方式直接駁通鄰近的綜合交通樞紐，促進區域內、外的經濟要素快速流動，拉近和內地的距離，與全國各省市建立更緊密的聯繫。目前，香港公路的半日交通圈⁸基本可以覆蓋珠三角區域，預計在建議的省內及出省高速公路建成後，半日交通圈將可擴闊至廣東省主要城市，一日交通圈更可抵達廣東鄰近省份的主要城市。在鐵路方面，隨著杭福深和武廣客運專線的落成，半日交通圈有機會透過規劃中的廣深港高速鐵路，伸延至杭州和武漢等主要

⁶ 廣東省高速公路網規劃(2004-2030)，廣東省交通廳，2004年

⁷ 廣東省鐵路建設規劃建議，廣東省發改委，2004年

⁸ 按照《廣東省高速公路網規劃(2004-2030)》，“一日交通圈”的定義是指兩個城市之間可以實現當天到達。

沿線城市，有助增強與內地主要經濟合作伙伴城市的連繫。然而，有關交通運輸系統若能在舒適及暢達度方面再進一步改善，提供多元化的直通服務或便捷的轉乘設施，則可大大提升服務水平。

13. 內地交通運輸設施的改善亦有助加強香港機場和港口的幅射能力。目前，粵港澳三方正積極推動港珠澳大橋的興建，隨著大橋與珠江西岸交通基建的落成，將可加強兩地在社會經濟各方面的融合，吸引更多的客、貨源利用香港機場和港口往來世界各地。水路方面，香港港口亦將受惠於西江水運主通道和珠三角“三縱三橫”水路交通網的建成，增加港口的貨源。

挑戰

(一) 區域競爭加劇 面對挑戰增加

14. 國家及廣東省「十一五」規劃，均十分重視加強機場和港口的發展，並規劃交通設施配合其運輸需要，作為支撐經濟進一步發展的重要策略。廣東省「十一五」規劃提出，到2010年港口吞吐能力達12億噸，其中集裝箱吞吐能力達5,000萬標準箱。珠三角集裝箱港口的建設以及交通配套的改善，例如鐵路集裝箱運輸，增加了香港集裝箱港口的競爭壓力。機場方面，廣州新白雲機場的落成及擴建為香港機場的進一步增長造成了壓力。新白雲機場二期工程已被列為廣東省「十一五」規劃的重點項目，由於其土地資源的限制較少，在短時間內的擴容能力較大。

15. 在鐵路方面，內地提出重點建設客運專線、城際快速軌道及城市軌道交通網絡。香港的鐵路發展必須繼續加強接合內地的鐵路網絡，並提升現有的服務水平，以配合內地不斷改善及提速的鐵路服務，方便香港與內地商旅的往來；否則，香港整體交通服務在區域內的競爭力將會弱化。

(二) 內地交通發展迅速 香港配合需時

16. **兩地城市處於不同發展階段:**目前，內地尚處於急速發展階段，現有交通基礎設施還未能完全滿足經濟發展和市民出行的要求，投放大量資源興建有關設施是必須的。值得指出，香港的發展已達成熟階段，交通基礎設施基本上可以配合社會經濟發展及跨界旅運的需求，因此，兩地在交通基礎發展速度上有所差異是正常的(附件六)。香港應按本身的需要，適時規劃及興建新交通基礎設施，並應積極探討如何透過理念的創新和制度的完善來把握新的發展機遇。

17. **交通基礎發展理念有別:**內地採用“優先發展交通運輸業”⁹和“適度超前發展基礎設施”¹⁰的概念，以基建帶動經濟發展，並將之視為支撐生產性服務業發展的重要措施。同時，政府會以行政手段保障重要交通基礎項目的實施，例如由各級政府資助興建或在政策上大力推動。香港方面大致遵循市場運作的機制，個別項目的興建取決於短期可預見的需求是否足夠，並需進行嚴格的成本效益分析。雖然按市場規律能避免行政干預帶來的不確定性，確保有關設施不會重複興建，造成資源浪費，但局限是未能對政策性因素的改變作出適時的回應，可能出現未能適時提供交通基礎設施的情況。此外，若繼續依循過往啟動發展的機制，將可能削弱香港在整體區域發展的競爭力。

18. **兩地發展機制及程序不同:**內地的重要及區域性交通基礎項目均由各級發展及改革委員會(發改委)負責規劃和審批，一般以產業發展的戰略來協調、銜接和平衡各主要行業和交通基礎設施的規劃，具有較強的統籌能力。香港方面，不同的跨界基建由不同的政策局/部門/委員會負責，多以個別項目作為規劃及興建的基礎，在制訂區域運輸發展策略和協調不同項目的發展配合，尚有改善空間。在個別項目的發展時間方面，香港需經過一定的法定程序，例如廣泛的公眾諮詢等，由構思到落成需要十多年時間，變數較多(附件七)。此外，雖然兩地的大型項目均需經過環境評估及徵用土地的程

⁹ 根據國家「十一五」規劃第十六章。

¹⁰ 根據廣東省「十一五」規劃第三章。

序，但內地在這兩個環節中所需的時間相對較少，而已被列入五年規劃或近期規劃的重點建設項目，更會以行政措施爭取項目盡快實施。由此可見，兩地的制度各有優劣，但若比較規劃及興建的流程，內地機制所需的時間相對較少。

19. **需與內地加強前期規劃研究**:目前粵港之間有關跨界交通基建的協調機制，主要是以項目為基礎，即當粵港雙方就有關項目達成共識後，才對工程和技術問題作出跟進研究。在跨界交通基建的整體規劃方面，必定要與內地加強合作，使雙方能就共同關心的課題以及影響區域發展的事項盡早進行深入討論和研究。此外，內地納入五年規劃的重點建設項目一般已完成前期研究及論證工作，因此在規劃公佈後，有關項目已進入全速推進的階段，往往形成香港未能適時配合發展。再者，在「一國兩制」的方針下，內地單位對於提供仍未公開的資料或邀請香港參與規劃的前期討論亦有制肘。由於香港未能有效掌握鄰近城市重要交通基建項目的最新資訊以及作出適時的回應，容易使外界產生香港欠缺主動的誤解。

政府及業界的回應/行動

20. 在跨界交通基建發展上，香港特別行政區政府一直通過粵港合作聯席會議等組織與內地保持聯繫，以期能進一步推進有關項目的實施。目前，興建及規劃中的跨界交通基建項目(圖六、圖七)包括：

(一) 深港西部通道

深港西部通道作為第四條跨界行車通道，不但可紓緩目前跨界公路口岸的交通情況，更可應付未來的需求。目前，香港段的工程已完成，深圳灣口岸工程正在進行中，粵港雙方會推動該通道於 2007 年通車。

(二) 上水至落馬洲支線

上水至落馬洲支線是為了應付不斷增長的跨界客運需求而建。該線由上水以北的現有東鐵分支，通往接近邊

界的新落馬洲總站，由行人天橋連接至深圳福田口岸，跨界乘客可轉乘深圳地下鐵路前往深圳各處。粵港雙方將於 2007 年上半年開通有關口岸。

(三) 北環線

北環線將由現有西鐵錦上路站伸延至興建中的落馬洲支線總站，並與落馬洲支線在新田洲頭交匯，乘客可在該站轉乘東鐵列車。九廣鐵路公司會就北環線和廣深港高速鐵路香港段以綜合形式作進一步的規劃。項目完成後，該線不但可方便新界東西流向，同時可為新界西的居民提供更便捷的跨界鐵路服務，以便轉乘深圳地鐵。

(四) 港珠澳大橋

三地政府已成立了港珠澳大橋前期工作協調小組，協調並推展前期工作。在剛舉行的粵港合作聯席會議第九次會議，有關各方均贊同在口岸設置和查驗模式上，採用「三地三檢」¹¹的方案，並同意委託設計單位中交公路規劃設計院盡快開展「三地三檢」模式下具體口岸設置方案及選址安排的各項論證，與此同時對大橋的投融資方案繼續抓緊研究和論證。有關方案經論證可行並上報中央政府批准後，即啟動大橋建設工程。大橋除縮短香港與珠江西岸城市的距離，擴闊客貨源外，更能幫助帶動內地中西部地區發展。

(五) 廣深港高速鐵路

廣深港高速鐵路將會經深圳龍華站連接香港與廣州石壁新客站，組成國家快速鐵路網絡的一部分。經該城際鐵路通道，往來廣州與香港的行車時間可由現時的一百分鐘縮短至一小時以內。有關鐵路的香港段將由建議的西九龍總站延伸至落馬洲邊界，與內地段連接。廣州石壁至深圳龍華段建設工程已於去年 12 月正式開展；香港段方面，廣深港高速鐵路及北環線已於今年 2 月獲批准，以綜合形式作進一步規劃。項目的建設配合國家「十一

¹¹「三地三檢」模式下，香港、珠海及澳門會各自在境內，設置口岸和查驗設施。

五」規劃加快發展鐵路運輸，可加強與珠三角及東部城市的聯繫。

(六) 東部通道(蓮塘/香園圍口岸)

香港和深圳已就東部通道(蓮塘/香園圍口岸)的建設，成立聯合研究小組，共同探討興建蓮塘/香園圍口岸的需求、功能及效益，致力在最短時間內完成發展東部通道(蓮塘/香園圍口岸)所需的評估及規劃研究。香港將繼續透過研究小組，與深圳共同尋求一個最有效的方案，以改善深港之間東面的跨界交通及提供一條通往粵東的便捷通道。

21. 除以上項目外，香港與內地亦就跨界發展及交通基建進行前期研究，例如《大珠江三角洲城鎮群協調發展規劃研究》和《泛珠江三角洲區域綜合交通運輸體系合作專項規劃研究》：

(一) 《大珠江三角洲城鎮群協調發展規劃研究》

粵港城市規劃及發展專責小組於2006年初開展了《大珠江三角洲城鎮群協調發展規劃研究》，旨在以具前瞻性的視野考慮和分析大珠三角的發展路向，藉此制訂區域發展策略，有利區域的整合和協調發展。有關研究預計於2008年完成。

(二) 《泛珠江三角洲區域綜合交通運輸體系合作專項規劃研究》

香港、澳門與泛珠三角九省區政府共同委托國家發展和改革委員會綜合運輸研究所，開展《泛珠江三角洲區域綜合交通運輸體系合作專項規劃研究》。目前泛珠三角行政首長聯席會議已原則通過有關《綱要》，並要求廣東省發改委作為牽頭單位，完善《綱要》技術問題，印發各方共同實施，加快構建泛珠三角區域綜合交通運輸網絡。

建議討論重點範圍

22. 作為國家未來五年發展的藍圖，「十一五」規劃在產業升級、發展服務業、促進區域協調發展等方面提出多項發展目標，並肯定了香港的優勢地位，更首次表明了對香港在國家發展過程中的角色和功能定位。因應國家及廣東省「十一五」規劃的建議，政府應與各界人士，特別是運輸業和與內地有業務往來的人士，就未來跨界交通基建發展的理念和運作措施作出討論，集思廣益，以促進區域發展和互惠共贏，並有利於實現國家「十一五」規劃的發展目標。為方便討論，本文嘗試提出一些初步構思，以起拋磚引玉的作用。

23. 請各專家成員就以下的建議提供意見以及推薦其他值得研究的課題。

(一) 如何以新思維促進區域協調發展

24. 國家及廣東省「十一五」規劃為香港未來交通基建的發展帶來了挑戰和機遇，顯示出香港與廣東省，尤其是珠三角城市之間，既有競爭亦有合作的關係。內地提倡以交通基建帶動經濟發展的策略，加劇了區域內城市之間的競爭。在合作方面，國家「十一五」規劃提出健全區域協調互動機制，打破行政區劃的局限，廣東省「十一五」規劃亦提出積極推進粵港澳在物流和口岸通關等領域的合作，加快跨境基礎設施建設等，均為區域的進一步合作締造良好的環境。

25. 因應「十一五」規劃的新機遇，香港在跨界交通基建發展上，是否需要調較以需求帶動的發展模式？如何更有效地採取前瞻角度配合區域發展，以促進區域發展的思維來落實跨界交通運輸項目？如何加快跨界交通基建的發展，以避免出現未能適時配合的情況，影響香港整體的競爭力？我們是否需要考慮建立一個高層次的跨部門統籌協調機制，確保不同部門提供有效的支援，其工作範圍可包括：

- 定期從宏觀的角度討論跨界基建的發展，加強研究工作，並廣邀業界參與討論，以便制訂跨界基建的整體

發展策略；

- 在不同跨界交通基建項目上，擔當統籌和協調的角色，讓各政府部門/業界人士作出配合和跟進；
- 除改善硬件設施外，對現時有關跨界交通運輸的制度、程序以及政策等進行更深入的研究，探討如何透過管理體制的創新和資訊科技的運用等，進一步提高人流、車流和貨流的效率。

26. 「十一五」期間，區域合作將逐步加強，預計內地不同地區和城市之間對交通基建的規劃會進行更多的磋商和協調。為了落實與內地加強聯繫的各種可行方案，香港應如何更積極地與內地進行更多、更深入和更廣泛的研討和合作？除繼續與廣東省完善高層次的統籌和協調機制外，可考慮與內地有關交通基建的部委如交通部、鐵道部和發改委等加強溝通和交流，爭取機會了解內地重要交通基建的前期研究及論證工作，務求香港能掌握最新資訊和作出適時回應，確保兩地交通基建的發展能相互配合，發揮最大的協同效益。

(二) 如何優化跨界交通網絡 提升香港競爭力

27. 內地交通運輸網絡的完善為香港帶來了新的契機，香港若以連繫區域為目標，改善與鄰近綜合交通樞紐的銜接，便可有效促進區域內、外的經濟要素快速流動，拉近和全國各省市的距離，拓闊香港的經濟腹地，為香港金融、貿易、物流、旅遊、資訊、專業及工商支援服務等行業的發展提供新的動力，同時亦有助促進及支援內地有關行業的發展。因此，為完善跨界交通設施，可從多方面考慮，包括：

- 加強與內地綜合交通樞紐的連接，香港可因應各種交通工具的功能與服務範圍，考慮是否需要重新檢視各項跨界交通基建設施的定位和分工，包括公路、鐵路和水路，以充分發揮各種運輸方式的功能，改善相互之間的銜接和增加互補性，形成層次清晰、功能明確的綜合交通運輸系統。

- 研究如何更有效地與深圳東部通道連接，為香港通往粵東提供更快捷的通道。此外，由於香港的土地資源有限，難以應付大幅增加的跨界車流，長遠來說，除增加公路網的聯繫外，香港在可持續發展的基礎下，如何加強與內地其他大運量交通運輸方式的銜接？
- 以暢順、快速和舒適為大原則，研究如何加強與內地鐵路網絡的銜接及與內地有關城市就鐵路口岸設置及配套設施的規劃作出交流，務求將來兩地的鐵路網絡可以無縫接駁。除了廣深港高速鐵路香港段採用「共用通道」¹²方案外，香港仍會因應策略發展的需要，繼續研究以「專用通道」方式接駁國家高速鐵路網絡。此外，為促進社會經濟發展，香港應否考慮與內地主要城市之間開拓更多點到點的跨界直通鐵路服務？
- 如何以交通運輸網絡促進機場和港口的發展，加強和鄰近城市及貨物集散地的水、陸交通聯繫，促進客、貨的便捷流通，並不斷擴大航空網絡？
- 建議香港進一步了解內地港口鐵路多式聯運的構思、實際發展情況以及推行時間表，以便決定跟進研究和下一步工作，使香港能更有效承接內地貨源。此外，隨著西江水運主通道和珠三角“三縱三橫”的建設，水路交通將會加強，探討如何更有效地吸納珠三角的水路貨源。
- 因應深港西部通道口岸和落馬洲鐵路口岸啓用後的新形勢，研究如何進一步優化口岸的資源運用及功能分工。

¹² 廣深港高速鐵路香港段的「共用通道」方案是指與現有的西鐵、擬建的北環線及現正施工的九龍南線共用路軌，「專用通道」方案則是指鋪設一條通往邊界的專用路軌。

邀請專家成員意見

28. 我們誠意邀請專家成員提出意見：

- (i) 上文就完善交通基建對提升國家和香港的國際競爭力的分析是否充分全面及深入？有哪些須補充的地方？
- (ii) 上文就交通基建發展策略在國家「十一五」規劃中的機遇與挑戰的分析是否充分全面及深入？有哪些須補充的地方？
- (iii) 上文就交通基建發展策略在廣東省「十一五」規劃中的機遇與挑戰的分析是否充分全面及深入？有哪些須補充的地方？
- (iv) 上文就進一步發展香港交通基建所提出的一系列回應措施是否對題？有哪些策略方向須加以調整？
- (v) 上文就進一步發展香港交通基建所提出須進一步研究及考慮的課題是否恰當？

房屋及規劃地政局

2006年9月

附件清單

- (一) 國家及廣東省「十一五」規劃有關香港定位及發展交通基礎設施方面的內容
- (二) 國家及廣東省五年規劃/計劃期間交通建設情況
- (三) 1995 年至 2005 期間香港及內地 GDP 增長率比較
- (四) 1995 年至 2005 期間香港跨界人流、車流增長情況
- (五) 《泛珠三角區域合作公路水路交通基礎設施規劃綱要》所確定的區域公路運輸樞紐佈局方案
- (六) 香港與內地人均 GDP 比較
- (七) 香港、內地大型交通基建發展主要程序比較

國家及廣東省「十一五」規劃有關香港定位及發展交通基礎設施方面的內容

全國「十一五」規劃

全國「十一五」規劃明確提出支援香港發展金融、物流、旅遊、資訊等服務業，保持香港國際金融、貿易、航運等中心的地位，加強內地和港澳在基礎設施等方面的合作。在促進城鎮群發展方面，特別提出珠三角、長三角和京津冀形成的城市群，要加強城市群內各城市的分工協作和優勢互補，增強每一個區域的整體競爭力，繼續發揮對周邊地區的帶動和輻射作用。

在優先發展交通運輸業方面，全國「十一五」規劃提出了以下建議：

- 統籌規劃、合理佈局交通基礎設施，做好各種運輸方式相互銜接，發揮組合效率和整體優勢，建設便捷、通暢、高效、安全的綜合運輸體系。
- 加快發展鐵路運輸。重點建設客運專線、城際軌道交通，初步形成快速客運網絡。
- 進一步完善公路網絡。打通省際間通道，發揮路網整體效率。
- 積極發展水路運輸。完善沿海沿江港口佈局，擴大港口吞吐能力。建設珠江三角洲高等級航道網。推進江海聯運。
- 優化民用機場佈局。擴充大型機場。完善航線網絡。
- 優化運輸資源配置。強化樞紐銜接和集疏運配套，促進運輸一體化。

廣東「十一五」規劃

廣東「十一五」規劃提出按照“前瞻、全局、務實、互利”的原則，進一步落實內地與香港、澳門關於建立更緊密經貿關係的安排，發揮粵港澳各自的優勢，全方位加強合作，提升粵港澳合作水平。積極推進粵港澳在物流、旅遊、金融、仲介諮詢、科技、教育、文化、衛生、資訊、環保和口岸通關等各領域的合作。加快跨境基礎設施建設。

另外，廣東「十一五」規劃提出推進泛珠三角區域合作，創新合作機制，制定和實施合作規劃，以落實合作專案和消除行政壁壘為重點，整體推進、分步實施，共同推動泛珠三角區域內各方合作。完善區域綜合交通網絡，重點推進區域內高速公路、鐵路幹線、沿海港口、內河航道和機場建設，進一步提高區域綜合運輸能力。逐步消除影響區域合作的障礙，建立公平開放的區域市場。

廣東「十一五」規劃具體列出了廣東省內的交通基礎設施規劃。「十一五」期間，廣東將繼續完善交通運輸網路，重點加強高速公路及縣鄉公路網、軌道交通網、高等級航道網、集裝箱運輸系統、能源運輸系統和民用航空運輸系統等“三大網路、三大系統”的建設。到2010年，全省公路通車里程達14萬公里，其中，高速公路達5000公里左右；公路密度達到78公里/百平方公里。鐵路營運里程達約2900公里，地鐵達到300公里以上。民航機場旅客吞吐能力達到9000多萬人。港口吞吐能力達12億噸，其中集裝箱吞吐能力達5000萬標箱。

廣東「十一五」規劃提出建設綜合運輸重大專案62項，估算總投資約5500億元，“十一五”期間投資約4320億元。

內地「十一五」規劃與香港有關的交通基礎設施重點工程

設施類別	國家「十一五」規劃	廣東省「十一五」規劃
(A) 高速公路	<ul style="list-style-type: none"> - 北京至香港(澳門)高速 - 瀋陽至海口高速 - 包頭至茂名高速 - 廣州至昆明高速 	<ul style="list-style-type: none"> - 廣深沿江高速 - 珠三角外環高速
(B) 鐵路	<ul style="list-style-type: none"> - 北京至廣州至深圳(客運專線) - 上海至寧波至深圳(客運專線) - 廣州至珠海線(城際軌道) 	<ul style="list-style-type: none"> - 武廣客運專線 - 廈深沿海鐵路 - 廣州—珠海、廣州—深圳的珠江三角洲城際快速軌道交通主軸線 - 廣州、深圳地鐵 - 廣深四線
(C) 港口	<ul style="list-style-type: none"> - 建設大連、唐山、天津、青島、上海、寧波—舟山、福州、廈門、深圳、廣州、湛江及防城等沿海港口的煤炭、進口油氣、進口鐵礦石中轉運輸系統和集裝箱運輸系統。 	<ul style="list-style-type: none"> - 重點建設廣州、深圳、珠海、湛江、汕頭等5個主樞紐港的集裝箱、油氣、鐵礦石等專業化碼頭，以沿海主樞紐港為重點，形成以深圳港、廣州港為幹綫港，珠海、虎門、湛江、汕頭等港為支綫港，中山等其它港口為喂給港，並與鐵路、公路集裝箱運輸相銜接的集裝箱運輸系統。加強樞紐港內集疏運系統的銜接配套，推動多式聯運的發展。
(D) 航道	<ul style="list-style-type: none"> - 珠江口出海及珠江水系航道整治工程 	<ul style="list-style-type: none"> - 建設由西江水運主通道和珠江三角洲“三縱三橫”三級及以上骨幹航道組成的高等級航道網 - 疏浚主樞紐港出海航道及整治千噸級及以上骨幹內河航道
(E) 航空	<ul style="list-style-type: none"> - 擴建廣州機場 - 擴建深圳機場 	<ul style="list-style-type: none"> - 廣州新白雲國際機場二期工程 - 深圳機場擴建 - 建設潮汕民用機場

國家及廣東省五年規劃/計劃期間交通建設情況

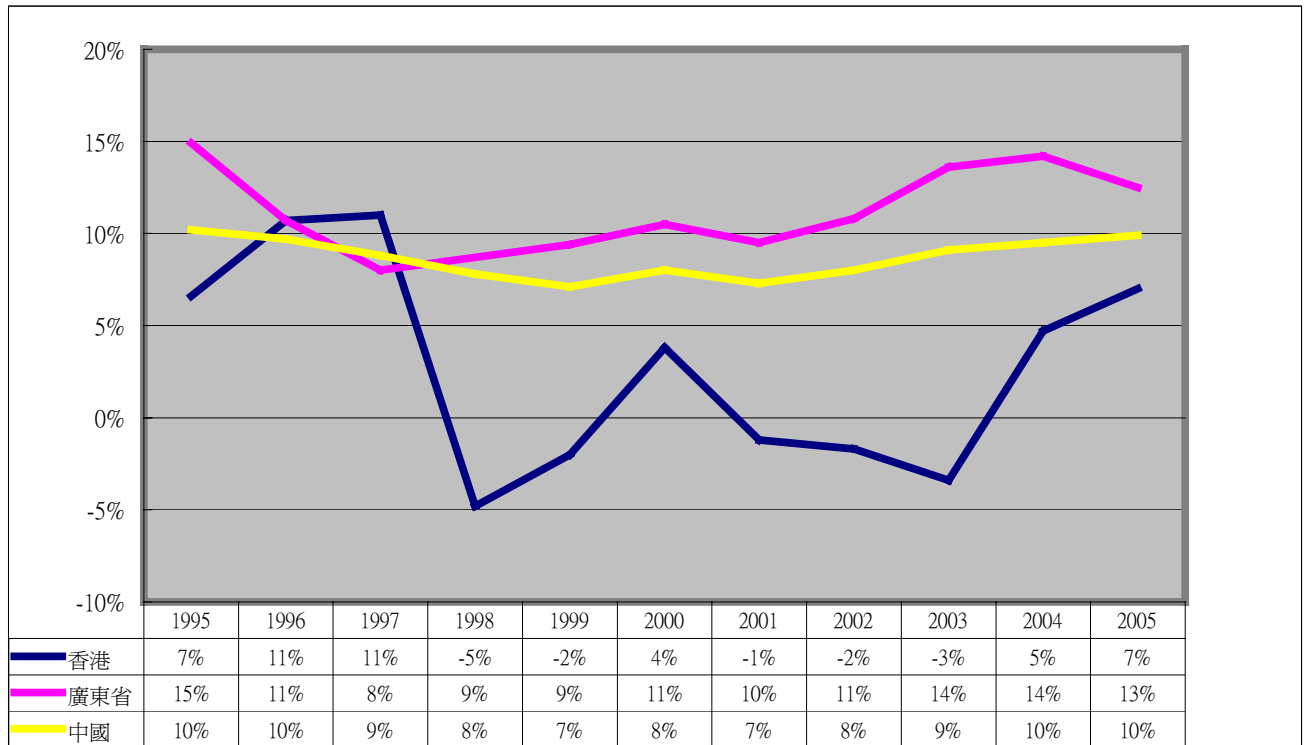
	全國			廣東省		
	“九五”期間 1995-2000	“十五”期間 2000-20005	“十一五”規劃 2006-2010	“九五”期間 1995-2000	“十五”期間 2000-2005	“十一五”規 劃 2006-2010
新增公路 通車里程	24 萬公里	25 萬公里	38 萬公里*	1.8 萬公里	1.3 萬公里	2.5 萬公里*
其中：新增 高速公路 通車里程	1.3 萬公里	2.5 萬公里	2.4 萬公里*	828 公里	1954 公里	2000 公里
新增鐵路 營運里程	5600 公里	6500 公里	1.7 萬公里	401 公里	414 公里	1100 公里
其中：新增 客運專線 里程			7000 公里			
新增沿海 港口萬噸 級以上碼 頭泊位	130 個	196 個	N.A	33 個	65 個	150 個*

資料來源：

*來自新聞報道，未正式公佈

1. 國民經濟和社會發展第十一個五年規劃綱要
2. 交通部:2005 年公路水路交通行業發展統計公報
3. 國家統計局:“十五”期間交通運輸業取得長足發展——“十五”時期我國社會經濟發展回顧系列報告
4. 鐵道部：鐵路第十個五年計劃
5. 交通部:關於印發公路水路交通十五發展計劃的通知
6. 廣東省綜合運輸體系“十五”計劃
7. 廣東省統計局:“十五”時期廣東交通郵電業發展情況回顧
8. 廣東省統計局:“九五”廣東基礎設施建設回眸
9. 廣東省統計局:“九五”期間廣東交通運輸和郵電發展情況回顧
10. 南方日報 2006-01-27 “十一五”廣東交通新藍圖 計劃新增 25000 公里

1995 年至 2005 期間香港及內地 GDP 增長率比較

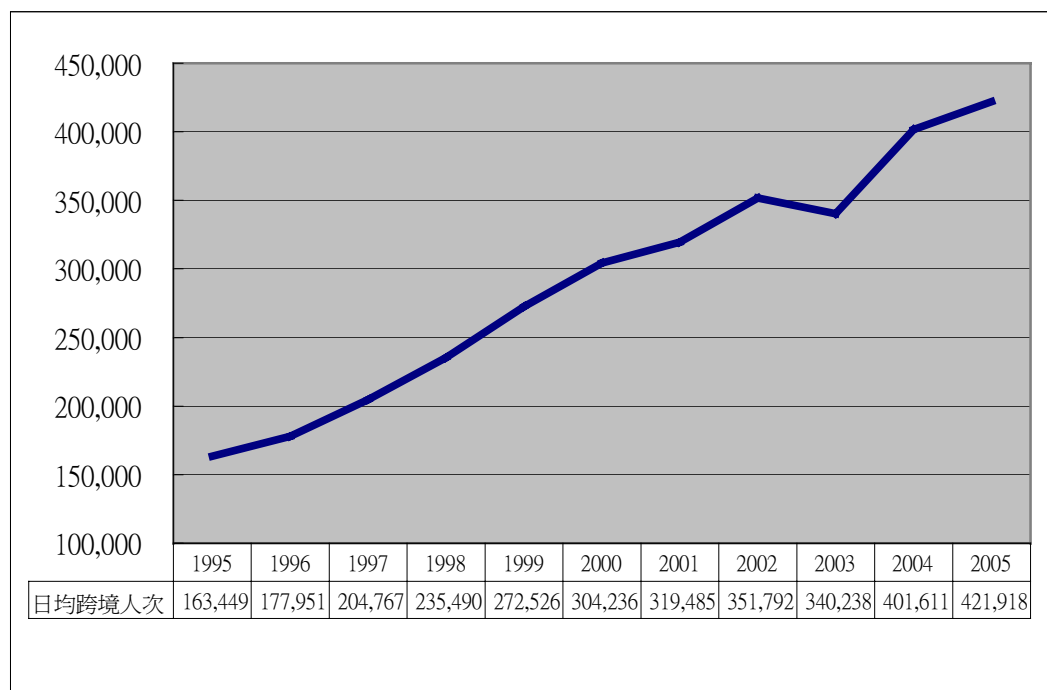


資料來源：

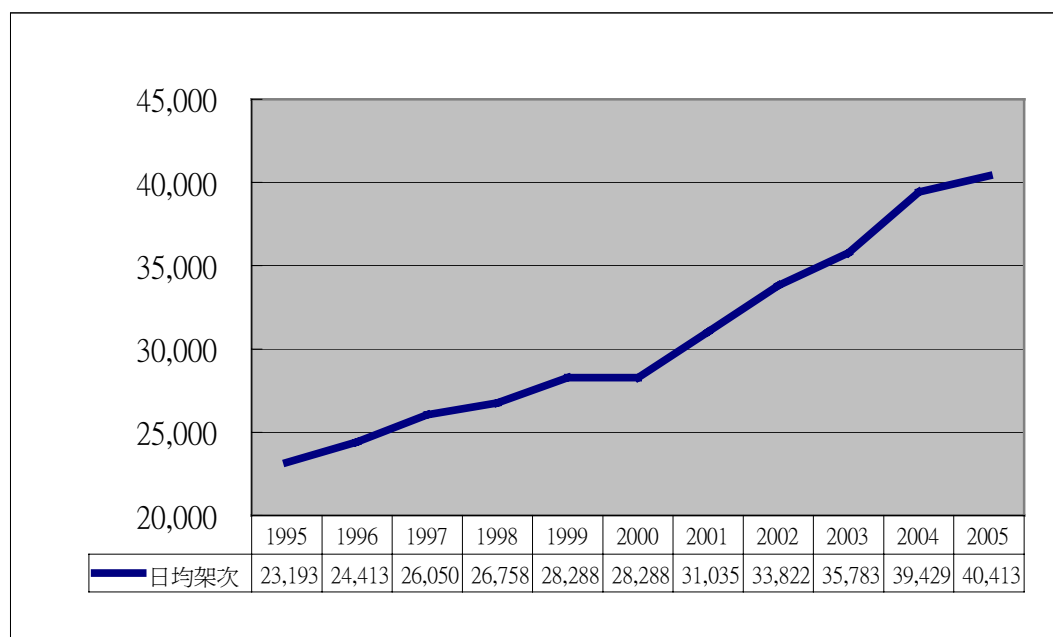
1. 中華人民共和國 2005 年國民經濟和社會發展統計公報 (1990-2005)
2. 廣東省政府工作報告 (2000-2006)
3. 廣東統計年鑒 (1991-2000)
4. 香港統計年刊(1990-2005)

1995 年至 2005 期間香港跨界人流、車流增長情況

1995 年至 2005 期間香港跨界人流增長情況



1995 年至 2005 期間香港跨界車流增長情況



资料来源:

香港運輸署網頁資料

《泛珠江三角區域合作公路水路交通基礎設施規劃綱要》所確定的區域公路運輸樞紐佈局方案

泛珠江三角洲區域公路運輸樞紐是依託區域高速公路網，位於重要節點城市，與其他運輸方式有機銜接，具有重要經濟意義的公路運輸中心，由國家公路運輸樞紐和重要的區域性公路運輸樞紐城市構成，共計65個。

區域公路運輸樞紐城市佈局方案表

省份	城市
廣東	廣州 佛山 東莞 深圳 汕頭 湛江 珠海 茂名 梅州 江門 韶關 肇慶 惠州 中山
福建	福州 廈門 泉州 漳州 南平 龍岩 三明
海南	海口 三亞
廣西	南寧 柳州 防城港 桂林 百色 河池 梧州 北海 崇左 貴港
貴州	貴陽 遵義 六盤水
湖南	長沙 株州 衡陽 岳陽 常德 邵陽 懷化 湘潭 張家界
江西	南昌 鷹潭 贛州 宜春 九江 上饒 吉安
雲南	昆明 曲靖 大理 景洪 瑞麗 開遠
四川	成都 宜賓 內江 南充 綿陽 樂山 瀘州

對主要港口、重要鐵路樞紐、樞紐機場所在地的區域公路運輸樞紐城市，要統籌規劃集多種運輸方式為一體的樞紐港站，按照客運零距離換乘、貨運無縫銜接的先進理念，實現3種以上運輸方式轉換，使這些城市發展成為區域性重要的綜合交通樞紐。區域重要綜合交通樞紐是區域綜合運輸網路的重要節點，是泛珠江三角洲對內、對外主要的客貨集散地，對泛珠江三角洲區域合作與發展具有重要的支撐作用。泛珠江三角洲區域重要的綜合交通樞紐包括：廣州、深圳、福州、湛江、廈門、汕頭、岳陽、長沙、南昌、南寧、成都、昆明、貴陽、柳州、桂林、海口等16個城市。

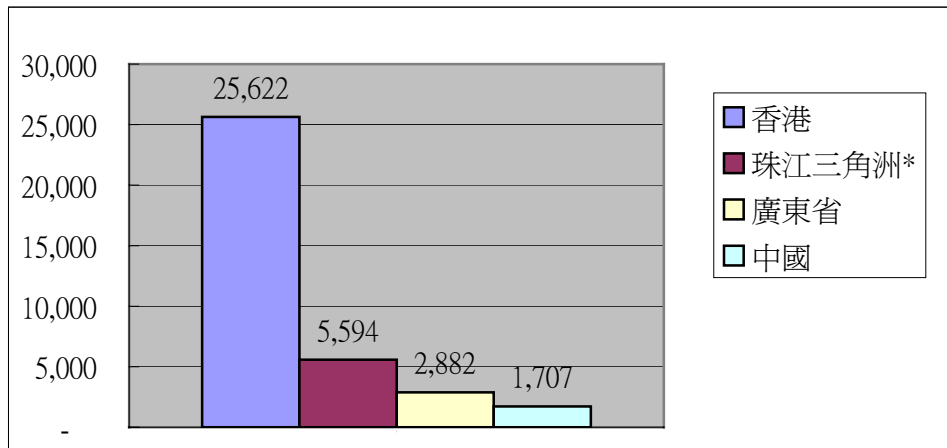
按照“統籌路站、同步發展，突出重點、引導方向，以點帶面、逐步成網”的總體原則，儘快開展樞紐城市公路運輸樞紐總體規劃，在規劃基礎上，以構建省際快速客貨運輸系統、國際集裝箱向內陸延伸的運輸保障系統、旅遊客運服務網路以及區域城際、城市、城鄉交通一體化的客貨運輸系統為方向，2010年前重點建設：

- (1) 以9省區省域中心城市為重點的綜合客運樞紐，結合主要港口和重要鐵路樞紐佈局的綜合貨運樞紐。
- (2) 結合集裝箱幹線港及鐵路集裝箱節點站建設集裝箱中轉站。
- (3) 主要公路口岸城市的口岸貨運站。
- (4) 重要旅遊城市具有旅遊集散功能的綜合客運站。
- (5) 高速公路沿線重要的配客點。

香港與內地人均 GDP 比較

香港與內地人均 GDP 比較 (2005 年)

單位：美元

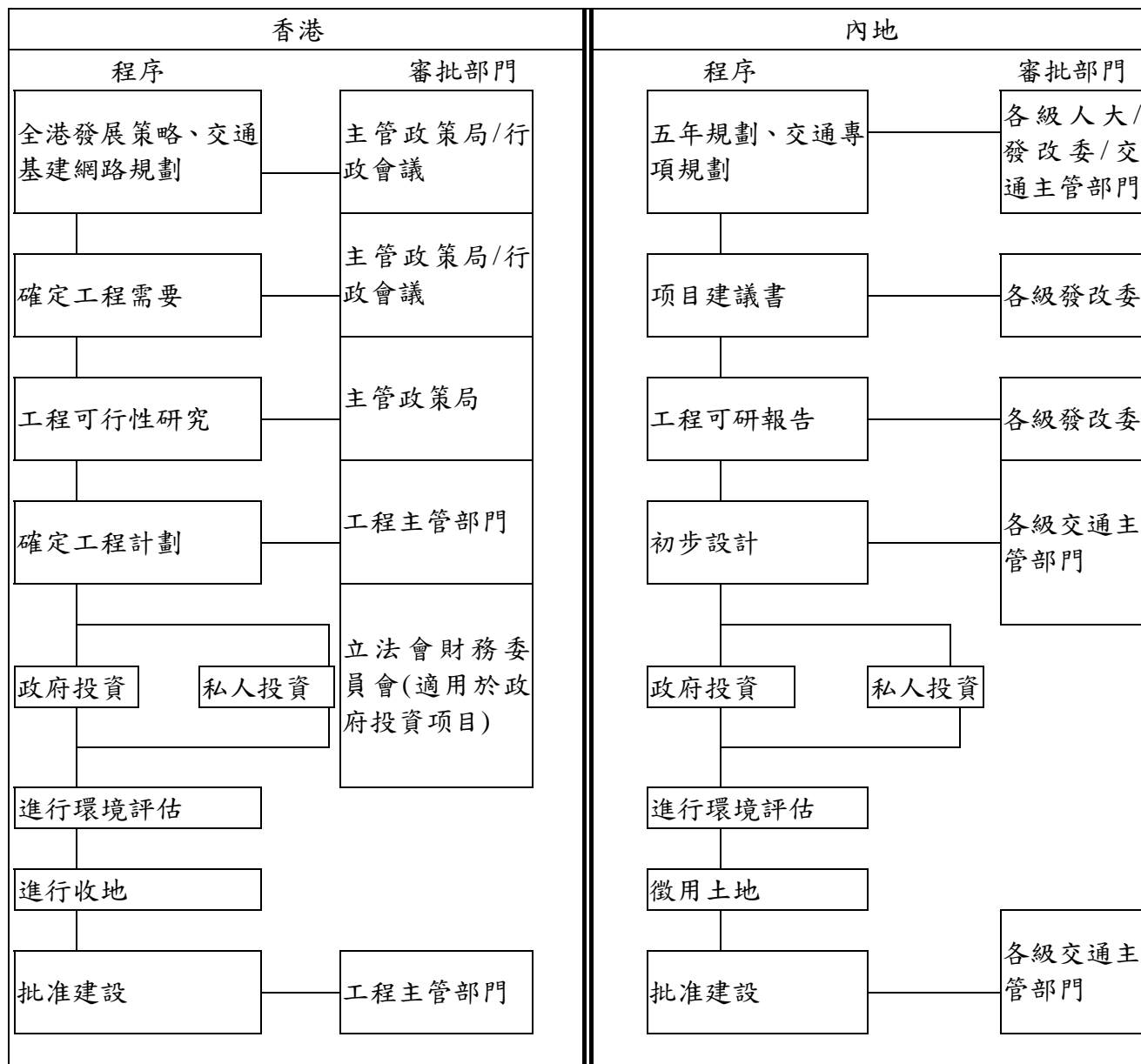


*珠江三角洲為 2004 年數字,2005 年數字有待廣東省統計局公佈。

資料來源：

1. 中國統計摘要 2006
2. 2006 廣東省政府工作報告
3. 2006 香港統計數字一覽

香港、內地大型交通基建發展主要程序比較



資料來源:

1. Project Management for the Public Works Programme, Hong Kong Government
2. 《關於更新改造措施與基本建設劃分的暫行規定》，原國家計委、原國家經委、國家統計局，1983年
3. 《國家計委關於重申嚴格執行基本建設程序和審批規定的通知》，原國家計委，1999年
4. 《國務院關於投資體制改革的決定》，國務院，2004年

附圖清單

- 圖一 國家高速公路網佈局方案
- 圖二 廣東省高速公路網
- 圖三 國家中長期客運專線網
- 圖四 廣東省鐵路網
- 圖五 廣東省主要航道及港口分佈
- 圖六 香港跨界高速公路網
- 圖七 香港跨界鐵路網





資料來源 Source :
 此圖資料蒐集自多處來源包括廣東省「十一五」規劃，
 以及其他規劃報告、報章新聞、研究文獻等。
 The information on this plan is extracted from various
 sources including Guangdong 11th Five-Year Plan, and
 other planning reports, newspapers, research papers etc.

廣東省高速公路網 EXPRESSWAY NETWORK IN GUANGDONG PROVINCE



資料來源 Source :
國家鐵道部《中長期鐵路網規劃》
"The Medium & Long Term Railway Network Plan",
Ministry of Railways
國家「十一五」規劃
National 11th Five-Year Plan

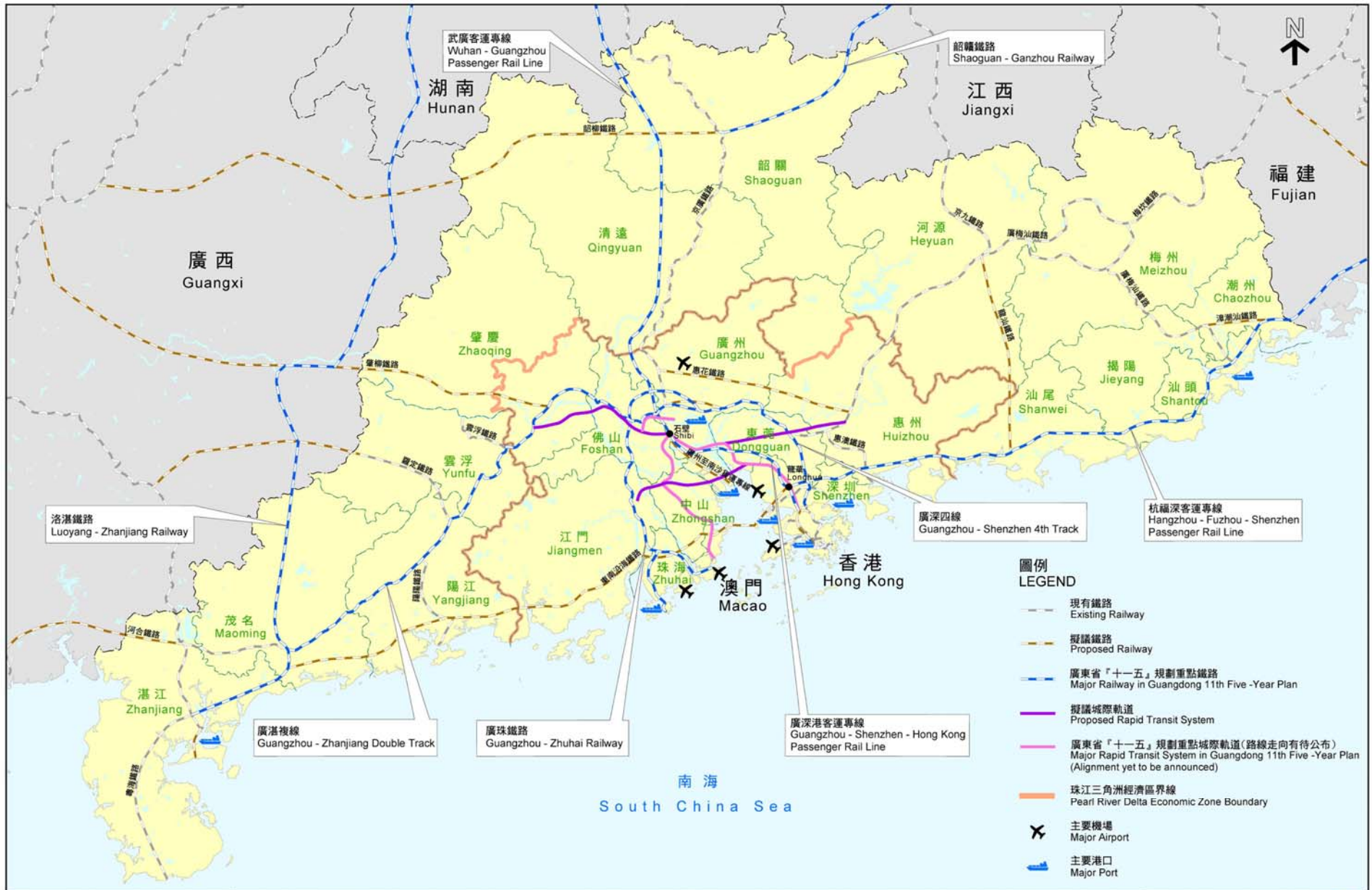
國家中長期客運專線網
THE MEDIUM AND LONG TERM NATIONAL PASSENGER RAIL LINES

PLANNING DEPARTMENT 規劃署

Plan No. 圖則編號: M/SP/06/063

Date 日期: 04-09-2006

PLAN 3



- 圖例**
LEGEND
- 現有鐵路
Existing Railway
 - - - 擬議鐵路
Proposed Railway
 - 廣東省「十一五」規劃重點鐵路
Major Railway in Guangdong 11th Five-Year Plan
 - 擬議城際軌道
Proposed Rapid Transit System
 - 廣東省「十一五」規劃重點城際軌道(路線走向有待公布)
Major Rapid Transit System in Guangdong 11th Five-Year Plan (Alignment yet to be announced)
 - 珠江三角洲經濟區界線
Pearl River Delta Economic Zone Boundary
 - ✈ 主要機場
Major Airport
 - 主要港口
Major Port

資料來源 Source :
此圖資料蒐集自多處來源包括廣東省「十一五」規劃，以及其他規劃報告、傳媒新聞、研究文獻等。
The information on this plan is extracted from various sources including Guangdong 11th Five-Year Plan, and other planning reports, newspapers, research papers etc.

廣東省鐵路網

RAILWAY NETWORK IN GUANGDONG PROVINCE



資料來源 Source :
 廣東省交通廳
 Guangdong Provincial Communications Bureau
 國家交通部《珠江三角洲高等級航道網規劃》
 "Pearl River Delta High-level Navigation Course
 Network Plan", Ministry of Communications

廣東省主要航道及港口分佈
 MAJOR INLAND RIVER WATERWAYS AND PORTS IN GUANGDONG PROVINCE

PLANNING DEPARTMENT 規劃署

Plan No. 圖則編號: M/SP/06/062	圖 PLAN
Date 日期: 04-09-2006	5



圖例
LEGEND:

- 現有高速公路
Existing Expressway
- - - 擬議高速公路
Proposed Expressway
- 現有主要公路
Existing Major Road
- - - 擬議主要公路
Proposed Major Road
- 主要貨櫃碼頭
Major Container Port
- 主要機場
Major Airport
- 現有公路口岸
Existing Road Crossing Point
- 擬議公路口岸
Proposed Road Crossing Point

資料來源: Source
 此圖內地部份資料蒐集自多處來源例如規劃報告、報章新聞、研究文獻等。
 The information of Mainland on this plan is extracted from various sources such as planning reports, newspapers, research papers etc.

香港跨界高速公路網

HONG KONG CROSS-BOUNDARY EXPRESSWAY NETWORK

PLANNING DEPARTMENT 規劃署

Plan No. 圖則編號: M/SP/06/060	圖 PLAN
Date 日期: 04-09-2006	6



資料來源 Source:
 此圖內地部份資料蒐集自多處來源例如規劃報告、
 報章新聞、研究文獻等。
 The information of Mainland on this plan is extracted
 from various sources such as planning reports,
 newspapers, research papers etc.

香港跨界鐵路網

HONG KONG CROSS-BOUNDARY RAILWAY NETWORK