

**For information  
7 December 2012**

**Legislative Council Panel on Transport**

**Implementation of the Ad Hoc Quota Trial Scheme  
for Cross-boundary Private Cars**

**PURPOSE**

This paper reports to Members on the implementation of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme).

**BACKGROUND**

2. To further facilitate the economic, social and cultural exchanges between Guangdong and Hong Kong, after detailed study and discussion, the two governments of the Hong Kong Special Administrative Region and Guangdong have agreed to introduce a trial scheme, under which ad hoc quotas would be provided to private car owners who are not eligible for regular quotas so that they can travel between Hong Kong and Guangdong via the Shenzhen Bay Port (SBP) driving their own vehicles. Under the first phase of the Scheme, ad hoc quotas are issued to Hong Kong private cars, whereby qualified owners of Hong Kong private cars with five seats or less are allowed to enjoy the fun of self-driving to the Guangdong Province via the SBP. We reported the arrangements for the first phase of the Scheme to this Panel at the meeting on 16 February 2012.

**IMPLEMENTATION OF THE FIRST PHASE OF THE SCHEME**

3. The first phase of the Scheme was rolled out on 30 March 2012 when we started to receive applications for ad hoc quotas from qualified owners of Hong Kong private cars. Starting from 27 April 2012, the successful applicants can drive to the Guangdong Province via the SBP during the period specified in the

quotas, stay for not more than seven days and has to return to Hong Kong via the SBP within the seven-day period. The number of quotas is 50 each day.

4. As at 3 December 2012, the Transport Department (TD) has received 1,573 quota reservations. Among these reservations, 1,040 applicants have already submitted formal applications. A total of 891 applicants have been issued with quotas after completing all the formalities required by TD and the Guangdong provincial authorities. On the whole, the operation of the application system has been normal and stable, and the majority of the applicants can complete all the formalities within the prescribed period of 28 days. To ensure sufficient time for applicants to complete the application procedures and other formalities required when the Mainland government agencies suspend operation during long public holidays in the Mainland, TD and the Guangdong Public Security Department would adjust the quota reservation service for qualified vehicle owners to make advance reservation. TD would announce the relevant details in advance at an appropriate time. For example, TD announced in July 2012 and repeated again in August 2012 the special arrangement for quota reservation to cater for the Mid-Autumn Festival and National Day holidays. The relevant arrangement has been running smoothly since implementation, and applicants have been able to complete all the formalities within the specified timeframe.

5. Based on the observation by TD and the border authorities of the two places, private cars using ad hoc quotas crossed the border via the SBP in an orderly manner without causing any adverse impact on other cross-boundary vehicular traffic at the control point. According to our statistics, the average clearance time (including both Hong Kong and Shenzhen) for a private car using ad hoc quota is less than 20 minutes.

6. All along, we have been publicising the application procedures of the Scheme mainly through the GovHK and TD's websites. The websites also contain a video clip showing how to drive to the SBP in order to let the applicants familiarise with the route beforehand. In addition, TD has published "Application Guide for Ad Hoc Quotas for Cross-boundary Private Cars" and posters for distribution at the District Offices of the Home Affairs Department and licencing offices of TD. Furthermore, we have also introduced the details of the Scheme to certain motor clubs and driving schools.

## **SECOND PHASE OF THE SCHEME**

7. We have been closely monitoring the implementation of the first phase of the Scheme and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong in order to improve and perfect the existing workflow and information system, thereby enhancing work efficiency and service level. Experts of the two governments will further study and discuss the specific arrangements for the second phase of the Scheme, which allows Guangdong private cars to enter Hong Kong, when there is experience in smooth operation after implementing the first phase for a period of time. There is still no concrete timetable for the second phase. In formulating the arrangements for the second phase of the Scheme, we will carry out extensive consultation and listen to the views of different sectors of the community. The relevant arrangements will only be implemented when there is consensus in the community and with the support of the Legislative Council.

## **ADVICE SOUGHT**

8. Members are invited to note the contents of this paper.

Transport and Housing Bureau  
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