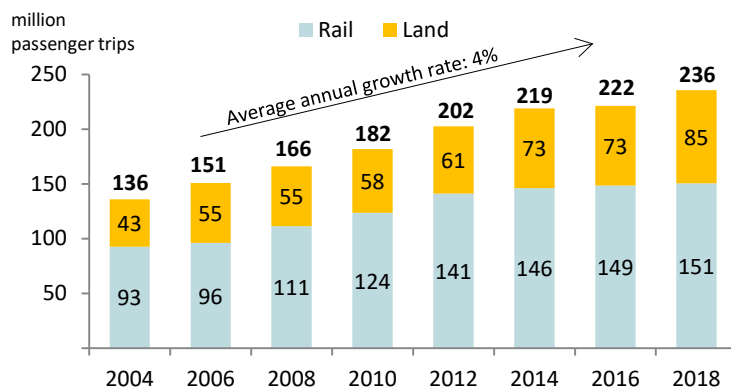
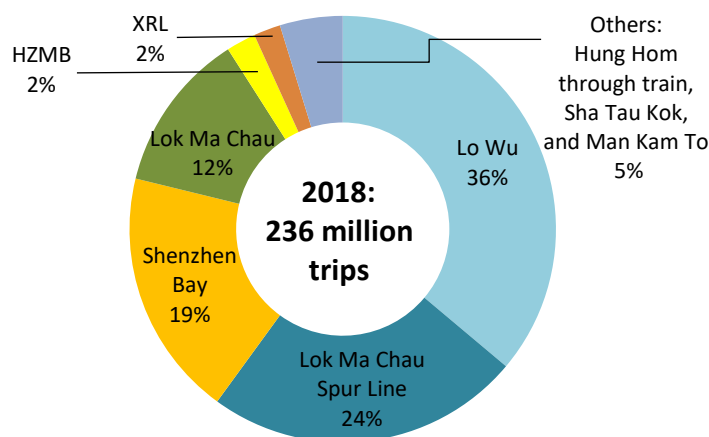


## Land-based cross boundary passenger trips

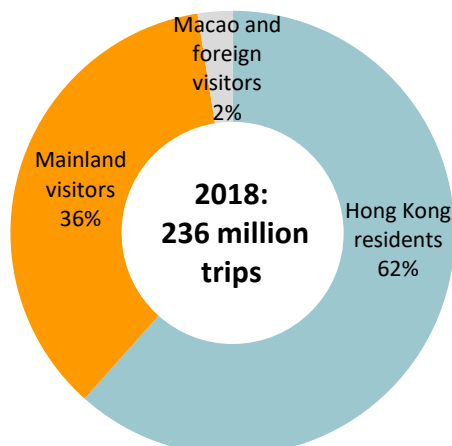
**Figure 1 – Cross boundary passenger trips**



**Figure 2 – Distribution of passenger trips among cross boundary facilities on land**



**Figure 3 – Places of origin of boundary crossing travellers on land**

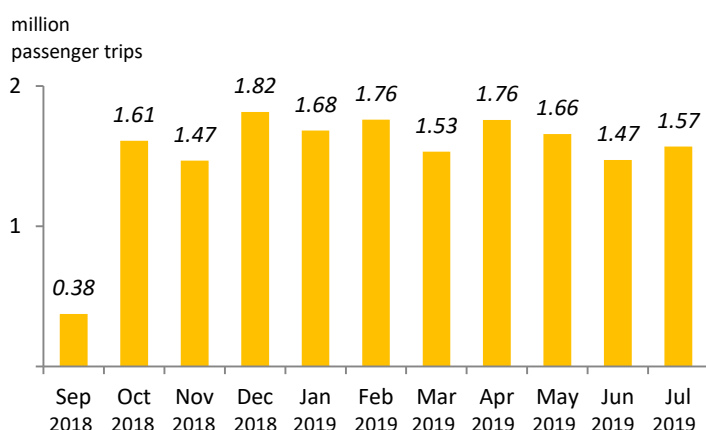


## Highlights

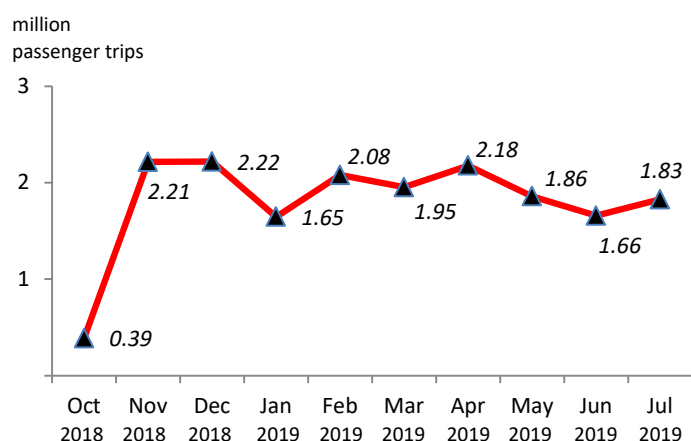
- Closer social and economic ties between Hong Kong and the Mainland have fostered frequent cross boundary trips by residents on both sides in the past decades. This is reflected in the continuous expansion of cross boundary transport infrastructure. From 2004 to 2018, the number of boundary crossing passenger trips has risen by 74% from 136 million to 236 million (**Figure 1**). Although the growth has moderated in recent years, it still represented an average annual growth of 4% during the eight-year period.
- There are nine land channels travellers could cross the boundary to the Mainland and Macao (**Figure 2**). Rail services connecting to border control points remained the most popular transport mode, with the Hung Hom-Lo Wu and Lok Ma Chau Spur Line service accounting for 36% and 24% of all 236 million passenger trips in 2018 respectively. The Express Rail Link ("XRL") and the transport services via the Hong Kong-Zhuhai-Macao Bridge ("HZMB") each accounted for about 2%, as they only came into operation in September and October 2018 respectively.
- In terms of the places of origin of the cross boundary travellers, Hong Kong residents accounted for an overall majority of passenger trips (62%) in 2018 while Mainland visitors accounted for slightly over a third (36%). Travellers from Macao and foreign places only accounted for a meager amount of 2% (**Figure 3**).

## Land-based cross boundary passenger trips (cont'd)

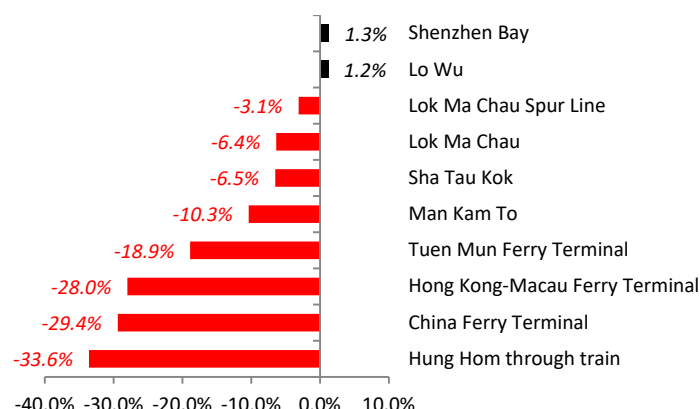
**Figure 4 – Monthly passengers trips via XRL**



**Figure 5 – Monthly passenger trips via HZMB**



**Figure 6 – Passenger trip changes at selected control points (October 2018-May 2019 relative to the period of October 2017-May 2018)**



## Highlights

- XRL began operation on 23 September 2018, providing direct train services to Mainland destinations. In the first 10 full month period of operation, XRL attracted steady monthly passenger trips of between 1.47 million and 1.82 million (**Figure 4**). Amid high expectations that XRL could bring substantially more visitors to Hong Kong, XRL had on average around 54 000 passenger trips per day during the period, which were about a third below the Government's earlier estimate of 80 100 at the initial commissioning stage.
- HZMB was open on 24 October 2018, providing a direct road access to western Pearl River Delta including Macao. The passenger trips trend of HZMB was similarly steady, with more trips during holiday seasons. In the first nine full months of operation, its monthly passenger trips hovered between 1.65 million and 2.22 million (**Figure 5**). On average, there were around 65 000 passenger trips via HZMB per day during the nine month period, which were about half of the mid-term estimate of 126 000 by 2030.
- Although the passenger trips of XRL and HZMB are considered below expectations, they may have diverted away users from other channels. The worst affected appeared to be the Hung Hom through train service, with passenger flow reduced by 33.6% during October 2018 to May 2019, as compared to the previous corresponding period. The impacts are not confined to land-based channels but also sea-based too, as ferry terminals connecting to Macao and Guangdong had experienced declines of 18.9%-29.4% in passenger throughput (**Figure 6**).

Data sources: Latest figures from Transport Department, Transport and Housing Bureau, and Commerce and Economic Development Bureau.

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