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Special House Committee meeting on 28 February 2003
Background Brief prepared by Legislative Council Secretariat

Main issues relating to cooperation between Guangdong and Hong Kong
discussed with Chief Secretary for Administration

Background

The topic of cooperation between Guangdong and Hong Kong was last discussed with the Chief Secretary for Administration (CS) at the special House Committee meeting on 19 April 2002.

2. This background brief summarizes the main issues raised at the meeting and also informs Members of the up-to-date position of some of the issues raised.

Main issues raised

3. In his introductory remarks made at the meeting, CS mainly briefed Members on the discussion at the fifth meeting of the Hong Kong/Guangdong Joint Conference held on 15 March 2002 in Zhuhai. CS informed Members that the following three issues were discussed at length at the fifth meeting -

- (a) co-location of immigration and customs facilities;
- (b) cooperation in tourism; and
- (c) passenger ferry services.

4. CS also briefed Members on the progress of work in relation to the following areas discussed at the fourth meeting of the Hong Kong/Guangdong Joint Conference -

- (a) cooperation in operation of control points;
- (b) development of Nansha;

- (c) cooperation with the Mainland in the development of the logistics industry;
 - (d) cooperation between the Hong Kong International Airport and Zhuhai Airport;
 - (e) work of environmental protection and Dongjiang water quality; and
 - (f) construction of the Shenzhen Western Corridor and pedestrian walkway connecting Huanggang in Shenzhen with Lok Ma Chau.
5. The relevant extract from the minutes of the special House Committee meeting held on 19 April 2002 is in Appendix I for Members' easy reference.

Up-to-date position regarding the issues raised

6. Some of the issues raised at the meeting have since been discussed or followed up by the relevant committees. Some of them have also been referred to in the 2003 Policy Address and/or 2003 Policy Agenda booklet. Members may wish to refer to Appendix II for details.

Related Council questions

7. Since the discussion with CS on 19 April 2002, a number of questions on issues relating to cooperation between Guangdong and Hong Kong have been raised by Members at Council meetings. Further details of these questions are in Appendix III.

8. The issues raised in these questions mainly include -
- (a) immigration and customs facilities and clearance at border control points (paragraphs 2, 3, 6 and 12 of Appendix III);
 - (b) strengthening cooperation with airports in Pearl River Delta (paragraph 4 of Appendix III);
 - (c) road tunnel linking up Shekou and Zhuhai (paragraph 5 of Appendix III);
 - (d) improvement to air quality in Pearl River Delta region (paragraph 7 of Appendix III);

- (e) bridge connection between Hong Kong and west of Pearl River Delta (paragraph 8 of Appendix III);
- (f) Mainland/Hong Kong Closer Economic Partnership Agreement (paragraph 9 of Appendix III);
- (g) Mainland visitors to Hong Kong under the Group Tour Scheme (paragraph 10 of Appendix III); and
- (h) plan of Shenzhen Authorities to construct logistics park regions (paragraph 11 of Appendix III).

Council Business Division 2
Legislative Council Secretariat
25 February 2003

Extract from minutes of special House Committee meeting held on 19 April 2002

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I. Chief Secretary for Administration's visits to Beijing and cooperation between Guangdong and Hong Kong

2. The speaking note of CS on the subject is in Appendix I.

3. Mr IP Kwok-him said that some people had expressed reservations about the cost-effectiveness of the construction of a magnetically levitated transportation system (Maglev) between Hong Kong and Shenzhen, given the short distance. He asked whether the Administration would reconsider the proposal.

4. CS responded that the Administration was studying the feasibility and cost-effectiveness, including the possible route and technical issues, of an express rail link between Hong Kong and Guangzhou enroute Shenzhen. CS said that Maglev was only one of the technical options being considered, and he also had reservations as to whether Maglev would be economically beneficial. He pointed out that Germany and Japan were the most advanced countries in developing the Maglev technology, and the first Maglev train to be put to commercial use would be in Shanghai, from Long Yang Road to the Pudong International Airport.

5. CS further said that Hong Kong would need to work with the Guangdong authorities and the Ministry of Railways, as construction of the express rail link was not a decision to be made unilaterally by Hong Kong. CS informed Members that in-depth studies would be carried out, and he expected that more information would be available later to enable a decision to be made on whether Maglev would be used. CS added that the railway project required the funding approval of the Finance Committee, and that the Administration would revert to the Legislative Council (LegCo) in due course.

6. Ms Miriam LAU said that the transport industries had waited for a long time to seek areas of cooperation with the Mainland, particularly in the development of the logistics industry. Ms LAU asked CS whether any such areas of cooperation or business opportunities had been identified and agreed on during his recent visits to the Mainland. Ms LAU also asked whether there were other communication channels, outside the framework of the Hong Kong/Guangdong Cooperation Joint Conference, to follow up the implementation of the agreed projects.

7. CS responded that the Joint Conference was not the only communication channel to discuss areas of cooperation between Hong Kong and the Mainland. CS informed Members that the government officials concerned, in particular, those in the Hong Kong Guangdong Cooperation Coordination Unit were in close liaison with the Mainland officials to follow up the cross boundary development projects. CS pointed out that to enhance the competitiveness of the logistics industry in Hong Kong, the immediate task was to improve the operation of the boundary control points so as to reduce the waiting time for vehicular and passenger clearance. These improvement measures included co-location of the immigration and customs facilities at the control points, extension of the operation hours, and provision of more lanes at Lok Ma Chau for vehicle clearance.

8. CS further said that the second task was to strive for early implementation of the Shenzhen Western Corridor project to enable faster and greater volume of vehicular traffic flow between Hong Kong and Shenzhen. As regards cooperation in the development of the logistics industry, CS said that discussions had been going on with the Mainland on the setting up of a logistics service network. CS added that he welcomed views and suggestions from the industries, and also undertook to let them know of any information he had obtained regarding cooperation opportunities with the Mainland.

9. Mr LAU Ping-cheung enquired about the opportunities for the industries and professions in Hong Kong to participate in the development of infrastructural projects in the Mainland.

10. CS responded that other than himself, the Financial Secretary (FS) was also involved in exploring opportunities for the industries and professions in Hong Kong to participate in Mainland's infrastructural projects under the framework of the World Trade Organisation. CS pointed out that Hong Kong and the Mainland should explore areas of cooperation in the development of infrastructural projects, and should not duplicate resources in the planning of and investment in such projects. CS cited the Nansha development zone and Yantian container terminal as examples. He further said that there were exchanges of views and information on the development of infrastructural projects under the framework of the Hong Kong/Guangdong Cooperation Joint Conference. CS stressed that such information would be disseminated to the industries and professions in Hong Kong.

11. As regards cooperation between the Hong Kong International Airport (HKIA) and other airports in the Pearl River Delta region, Mr NG Leung-sing asked what would be the most suitable arrangements, i.e. arrangements which would be beneficial to Hong Kong and acceptable to the Mainland.

12. CS responded that it was important that any such cooperation would bring benefits to both sides. He said that there was much room for cooperation in improving the multi-modal connections to facilitate passenger and cargo transport, and logistics operations. He pointed out that the airports in Hong Kong and the Pearl River Delta could play a complementary role to each other. For example, HKIA and the Shenzhen Airport were only 37 kilometres apart, and they provided different types of services. HKIA had scheduled flights to more than 130 destinations, about 90 of which were in overseas countries. The Shenzhen Airport, on the other hand, had scheduled flights to 56 destinations, 55 of which were Mainland cities. It was possible to increase the passenger and cargo traffic of the two places by providing sea/land/helicopter transport connections between the two airports.

13. CS said that the mode of cooperation between the Hong Kong Airport Authority (AA) and other airport authorities in the Pearl River Delta region could include entering into alliance or other arrangements. It would be a decision for the airport authorities concerned to make. The present proposal of the Administration was to extend the scope of activities of AA to enable any airport-related activity in trade, commerce or industry to be carried out on or from the land leased to AA. CS stressed that strengthening the connectivity between HKIA and the Shenzhen Airport was necessary to enhance Hong Kong's position as a leading international and regional air transportation hub. He hoped that Members would support the relevant legislative proposal to enable AA to undertake such activities as early as possible.

14. Miss CHOY So-yuk asked whether CS had discussed, and also reached consensus, with the Guangdong authorities on any proposal on constructing a new land boundary crossing, such as the Lingdingyang Bridge. She pointed out that as the design and construction process of land crossings was much faster in the Guangdong Province, she was concerned about the interface of these crossings with complementary projects in Hong Kong.

15. CS responded that the Shenzhen Western Corridor project should be implemented as soon as possible, as LegCo had already given funding approval to carry out the detailed design. The Administration was now identifying the most suitable landing point of the Shenzhen Western Corridor on the Hong Kong side. CS pointed out that following the completion of the Shenzhen Western Corridor, there should not be any problem in the vehicular traffic between Hong Kong and Shenzhen in the next few years.

16. As regards the need for another land boundary crossing, CS said that the Administration would need to carefully examine the likely economic benefits to Hong Kong. He further said that as most part of the Lingdingyang Bridge would be within the waters of the Guangdong Province, one would have to liaise with the Guangdong Authorities to discuss the alignment.

17. CS further said that the State Development Planning Commission was coordinating the various proposals on land boundary crossing projects, and there would be continuous discussions at the Mainland/HKSAR Conference on the Coordination of Major Infrastructure Projects.

18. Mr Abraham SHEK asked how investment by AA in the airports in the Pearl River Delta region would attract more passenger and cargo traffic to Hong Kong. He said that it was for the airlines, air freight and cargo handling companies, rather than AA, to promote such business opportunities.

19. CS explained that the investment by AA would be on providing software and ancillary services, and improving the transport connections between HKIA and the other airports in the Pearl River Delta region. The provision of the connection facilities, such as ferry or helicopter services between HKIA and the Shenzhen Airport, would attract more passenger and cargo traffic, and bring economic benefits to Hong Kong. CS added that if a new passenger ferry pier was to be constructed to connect the major ports in the Pearl River Delta region with HKIA, immigration and customs facilities would need to be provided at the new control points.

20. Mr Abraham SHEK considered that the private sector should participate in providing the transport connection facilities, and it was not necessary to empower AA to extend its scope of activities. CS responded that while the private sector could participate in providing the connection services, it might involve the use of land leased to AA. AA was therefore best placed to coordinate and carry out these activities.

21. Ms Cyd HO asked CS how the "One Country, Two Systems" principle was safeguarded in the process of enhancing cooperation with the Mainland, and how transparency of the process could be ensured. She further asked whether the concept of sustainable development would be applied to the development of cross-boundary infrastructural projects.

22. CS responded that both Hong Kong and the Mainland authorities attached great importance to adhering to the "One Country, Two Systems" principle throughout the discussions. CS said that while it was necessary to have consensus over the technology to be applied to cross-boundary projects, the two places would implement those parts of the projects which were within their respective territories according to their own way of doing things. He added that the Mainland also put great emphasis on sustainable development when pursuing infrastructural projects. As regards dissemination of information, CS assured Members that he would issue press releases and information briefs to Members at the earliest opportunity. He added that any legislative and financial proposals on the projects would be subject to LegCo approval, and the details would be fully explained to Members.

23. Ms Cyd HO asked whether there would be a process for the views of LegCo Members and the public to be reflected and taken into account in the discussions between Hong Kong and the Mainland. CS responded that he would be pleased to brief Members and the public on the progress of the projects under discussion. He would also welcome any views on how the Administration could further improve the dissemination of information and discussion process.

24. Dr Raymond HO Chung-tai said that according to Mr ZHENG Guobao, Vice Chairman of the State Development Planning Commission, the infrastructural development in the Guangdong Province had shifted southwards to Nansha. As Hong Kong was moving its port development to the west, Dr HO asked whether there was any mismatch between the Hong Kong port development strategy and the recent developments in the Guangdong Province, and whether this mismatch should be rectified.

25. CS responded that he welcomed views and suggestions on how to improve Hong Kong's development strategy. He pointed out that many development plans and projects in the Guangdong Province, such as the Nansha development zone, were still at the preliminary stage. He would provide more information when concrete details of these projects were available. CS said that there had in fact been more cooperation between the two places, for example, in the development of technology and information technology.

26. Dr Raymond HO Chung-tai asked whether the Administration would consider providing cross-boundary passenger ferry service in Tuen Mun, to enhance the convenience for residents in the New Territories to travel to the Pearl River Delta region.

27. CS responded that the existing cross boundary ferry services had not been used to their full capacity. He informed Members that the Administration had received proposals on an additional cross boundary ferry terminal in Tuen Mun. CS stressed that the Administration would need to carefully examine the economic benefits of the proposal and the staffing and resource requirements to support the proposed new control point at Tuen Mun Pier.

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政務司司長曾蔭權於 2002 年 4 月 19 日出席立法會內務委員會特別會議時的發言要點

訪京之行

我於今年一月尾及二月中先後兩次訪問北京。一月之行是出席「內地與香港特區大型基礎設施協作」會議，與內地有關當局，特別是國家發展計劃委員會，商討如何可以加強香港與內地的交通及大型基建項目的協調和合作，用以促進兩地經濟的共同發展。

在二月時我再訪問了北京，當時我拜會了國家領導人，特別是向朱鎔基總理及錢其琛副總理講述香港當時的社會狀況。我亦和港澳辦、人大法工委、國家計委及公安部等中央部委會晤，討論香港和內地共同關注的事項。

粵港合作

我現在介紹一下有關粵港合作方面我所做的工作。在三月十五日召開的第五次「粵港合作聯席會議」上，雙方就三個議題作出重點的討論，第一個是如何利用落馬洲皇崗口岸試行「一地兩檢」，第二是港粵旅遊合作，第三是開通香港機場至珠三角水上客運服務這三個課題。我在此簡單匯報一下。在中央政府和有關部委的支持下，粵港雙方原則上同意在皇崗／落馬洲和深港西部通道的口岸實行「一地兩檢」查驗模式，我們希望用這個方法可以進一步提升通關效率。現階段「一地兩檢」的構思是雙方有關部門共同利用皇崗方面的邊境場地，按各自的有關法律、規定辦理出入境查驗手續，即是香港有香港的手續，內地有內地的手續，我們是分別作查驗的。在實踐過程中，雙方必定恪守「一國兩制」的原則，和確保香港獨立關稅區的地位，以保存香港的出入境及出入口管制的完整性。初步構想的運作模式是利用落馬洲／皇崗口岸現有的硬件設施實行「一地兩檢」，我們會將大部分客車分流至皇崗口岸進行兩地清關手續，從而可以騰出車道供貨車使用。這安排不但會增加貨車通關的效率，更能改善客運的顧客服務。兩地的專家小組已經為這件事碰頭多次，而且會繼續商討具體方案，並研究解決關於法律及司法管轄權等問題。我們會在適當時候向立法會報告進展及跟進有關法例修改的問題。

我們討論的第二個重點項目是旅遊，雙方在會上同意加強珠江三角洲的資訊合作，和交由專家小組研究進一步提升旅遊資訊交流和聯合推廣的工作。再者，雙方自今年一月起已採用增加「港澳遊」組團旅行社和取消「香港遊」配額限制等措施。實施這些措施後，內地來港旅客的數量在首兩個月較去年同期增加了

43%，這的確促進了本地旅遊業的持續興旺的趨勢。

我們第三個重點討論的項目是開通珠三角主要口岸至香港機場水上客運航線，在這一方面，我們進行了討論並且達成共識。我們雙方認為開拓連接兩地的水上客運航線，可加強連接粵、港兩地不同運輸模式聯運的發展，是一個值得支持的項目。兩地政府將成立專責小組研究和跟進有關課題。

此外，我亦希望藉此機會向各位議員匯報第四次「粵港合作聯席會議」中所推動多項措施和進展。當中延長羅湖及落馬洲管制站旅檢通關的時間，大家都知道，以前我在文書上也報告了，在去年十二月一日已全面實施；而羅湖橋短期改善工程（加風扇的工程）亦已於本年二月初竣工。根據我們的調查，這些措施是深受使用這些設施的兩地市民和業界歡迎。下一階段就是羅湖橋改善工程，我們會安裝空調和其他工作。雙方正透過專家小組商討有關工程細節，我們希望在年底前展開有關工程。

在環境方面合作，粵港兩地負責研究區內空氣質素的顧問公司已完成了研究工作，兩地政府正努力共同制定長遠改善空氣質素的方案，我們計劃於本月底大家碰頭，希望可以達成共識。此外，雙方政府在其他環保合作項目，包括林業護理、城市規劃、海洋資源護理、大鵬灣及后海灣區域環境管理等方面的交流合作，均取得良好進展。在東江水質方面，雙方會繼續共同努力研究加強水質資料的發放，使香港市民對東江的水質有正面了解。

在基建協調方面，我們有關項目的進度都十分理想，例如就深港西部通道，工程方面雙方已達成了設計方法，我們的設計是會採用獨塔混凝土斜拉橋作為方案的共識；而落馬洲人行通道橋的設計也進行得相當順利，我們預期全部設計工程可以於明年中完成。

在發展南沙的項目上，我們認為可以由香港科技園與廣州市對外貿易經濟合作局，共同跟進有關「南沙資訊產業園」的事宜，雙方可通過組織互訪及交流活動，希望鼓勵兩地企業進入產業園，開展業務及進行合作。

關於物流合作方面，雙方會在粵港合作聯席會議的框架以外，繼續進行溝通。在發展香港與珠海機場合作的項目上，香港機場管理局和珠海機場管理局已就貨運合作方面聘請了顧問公司，研究發展珠海機場成為速遞貨運中心的可行性。

最後我介紹一下兩地的大型基建設施協調工作。在這個範疇上，有關的討論已經提升至中央的層次，我們的目標是協調港粵兩地的規劃，避免重覆建設，和發掘合作機會。由國家計委牽頭的「內地與香港特區大型基礎設施協作會議」已於一月在北京舉行首次會議。會議後，計委張國寶副主任已於三月初率團來港參觀香港的主要基建項目，其中包括交通項目、機場、港口及物流發展等，在這一方面我們進一步進行了交流及探討合作機會。此外，我亦率領特區政府代表團於三月底考察了廣東省重要城市的基建項目，我希望藉此機會了解珠江三角洲整體

規劃佈局和發展策略。

這次考察給我很大的感受，就是內地經濟發展十分迅速，並且有龐大的基建規劃在後台。當中我認為這些基建會給香港帶來一些競爭是必然的，但這不等如是惡性競爭。由於香港與內地是處於不同的經濟發展階段，客源和貨源都迥異，所以我認為兩地的合作空間大於兩地的競爭，最重要的是協調雙方的基建發展，避免資源錯配及重覆建設。

我們看過內地基建之後，我們體會到香港的優勢在於高增值、高效率、可靠性和國際網絡。從區域角度出發，香港和珠江三角洲的城市可以考慮策略性的合作項目，範圍可涵蓋交通、機場和港口等。合作的大前提是互惠互利及以促進區域競爭力為目標，整個區域與其他區域競爭為目標。在「協作會議」的框架下，雙方成立了廣深港高速鐵路規劃小組和港口、物流專家組。有關廣州、深圳與香港之間的高速鐵路規劃小組所作的研究，是連接了廣州市、深圳市與香港之間的高速鐵路，我們會研究它的必要性、功能、定線、過境位置和鐵路科技，特別是經濟效益等問題；而有關港口、物流專家組的工作，我們會就兩地港口和物流業的發展策略及規劃交換資料，而且有關專題，例如華南貨量增長及物流園發展規劃等會作出專題討論。我們希望在年中再召開協作會議，就珠江三角洲的基礎設施規劃作進一步討論。

各位議員，基建的規劃和完成都不是一朝一夕的事，這是一個經年的大事業，但肯定的是，我們多與腹地溝通和交流，是我們尋求兩地經濟繁榮的重要一步，這亦是粵港合作最終的宗旨。

**Main issues relating to cooperation between Hong Kong and Guangdong
discussed with Chief Secretary for Administration
at the special House Committee meeting on 19 April 2002**

| Issue | 2003 Policy Address/ 2003 Policy Agenda booklet | Up-to-date position |
|--|--|---|
| 1. Co-location of immigration and customs facilities | The Administration will pursue a series of measures to facilitate the movement of people and goods across the boundary including the co-location of immigration and customs facilities as well as preparation for automated passenger clearance and automated vehicle clearance. | <p>The co-location of immigration and customs facilities at boundary control points was discussed at the meeting of Panel on Security on 7 November 2002. At the meeting, the Administration briefed members on its plan to implement co-location of immigration and customs facilities at Huanggang for passenger clearance and, on a longer term basis, set up a new control point at Shenzhen Western Corridor for both passenger and cargo clearance.</p> <p>The Panel was also informed that a bill to cater for the implementation of co-location of immigration and customs facilities on the Shenzhen side would be introduced in the 2002-03 session. (The bill is included in the Government's Legislative Programme for the 2002-03 session.)</p> <p>At the joint meeting of the Panel on Transport and Panel on Security held on 6 January 2003, the Administration advised that it intended to implement the co-location of immigration and customs facilities at Huanggang before that at the new control point at Shenzhen Western Corridor.</p> |

| Issue | 2003 Policy Address/ 2003 Policy Agenda booklet | Up-to-date position |
|-----------------------------|---|--|
| 2. Cooperation in tourism | Further relaxation of current restrictions to facilitate Mainland residents visiting Hong Kong. | At the meeting of the Panel on Economic Services held on 13 January 2003, the Administration advised that in response to a proposal by the Government of Hong Kong Special Administration Region (HKSAR), the Central Government had agreed to study further relaxation of current restrictions including to allow residents from Guangdong Province to visit Hong Kong in their personal capacity. The Hong Kong Tourism Board had also been working with the Guangdong Provincial Tourism Administration and Macau Government Tourist Office in promoting multi-destination itineraries in Hong Kong - Pearl River Delta. |
| 3. Passenger ferry services | | As stated in the Administration's information paper to the Panel on Transport which was circulated to members in November 2002, the Administration had invited the private sector to express interest and submit preliminary proposals to occupy and use the domestic ferry pier at Tuen Mun for the operation of cross boundary passenger ferry services to Macau and cities in the Mainland. If there was positive response to the invitation for expressions of interest and everything went smoothly, the Administration intended to conduct a tender exercise in the first half of 2003 to select the operator(s). The issue has been included in the Panel's list of outstanding items for discussion. |

| Issue | 2003 Policy Address/ 2003 Policy Agenda booklet | Up-to-date position |
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| | | <p>At the meeting of the Panel on Economic Services held on 25 November 2002, the Administration undertook to brief the Panel on the operation of cross boundary passenger ferry services on the airport island. The issue has been included in the Panel's list of outstanding items for discussion.</p> |
| <p>4. Cooperation in operation of control points</p> | <p>The implementation of 24-hour passenger clearance at Lok Ma Chau/Huanggang with effect from 27 January 2003.</p> | <p>The Chief Secretary for Administration (CS)'s Office has provided an information paper on "Hong Kong-Guangdong Cooperation on Facilitation of People and Cargo Flows" to the House Committee after CS's duty visit to Beijing on 23 December 2002.</p> <p>The Panel on Security and Panel on Transport held joint meetings on 6 and 14 January 2003 to review the transport and security-related arrangements associated with the implementation of 24-hour passenger clearance at Lok Ma Chau/Huanggang from 27 January 2003 onwards. Members noted at the meetings that the Administration planned to implement a three-month trial scheme, tentatively from mid-March 2003, for taxis during the extended hours for passenger crossing at Lok Ma Chau Control Point, and that a similar trial scheme for green minibuses would be implemented when all necessary preparations are completed, possibly after mid-March 2003. The Administration was requested to revert to the two Panels on detailed arrangements of the trial schemes before their</p> |

| Issue | 2003 Policy Address/ 2003 Policy Agenda booklet | Up-to-date position |
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| | | implementation. The issue has been included in the list of outstanding item for discussion of the Panel on Transport. |
| 5. Cooperation with the Mainland in the development of the logistics industry | The development of the Pearl River Delta into a major modernised economic region which will be, among others, a centre of logistics services. | At the meeting of the Panel on Economic Services held on 13 January 2003, the Administration advised that it was undertaking a joint study with the designated research institute of the State Development and Planning Commission to explore the scope for cooperation between Hong Kong and the Mainland in logistics development. |
| 6. Cooperation between the Hong Kong International Airport and Zhuhai Airport | The Administration will assist the Hong Kong Airport Authority (AA) in developing intermodal connections such as transit passenger ferry service between the Hong Kong International Airport and the Pearl River Delta. | <p>The Airport Authority (Permitted Airport-related Activities) Order was tabled in Council on 10 July 2002. Drafting amendments were moved to the Order at the Council meeting on 16 October 2002 and passed by the Council. The Order permits AA to engage in the "permitted airport-related activities" specified in the Schedule to the Order subject to certain conditions in order to enhance the status of Hong Kong as a centre of international and regional aviation.</p> <p>At the meeting of the Panel on Economic Services held on 25 November 2002, AA briefed members that arrangements had been made to develop cross boundary ferry services between Hong Kong International Airport and seven ports in Shenzhen, Shekou, Macau, Zhuhai, Zhongshan, Guangzhou and Taiping. AA had plans to expand the services to other ports in the Mainland.</p> |

| Issue | 2003 Policy Address/ 2003 Policy Agenda booklet | Up-to-date position |
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| | | <p>The Airport Authority Ordinance (Map of Restricted Area) Order which specifies the Restricted Area for the purposes of the Airport Authority Ordinance was gazetted on 6 December 2002 and tabled in Council on 11 December 2002. The Order relates to the Restricted Area comprising the existing ferry terminal and the proposed connecting road for the purpose of facilitating cross boundary ferry services between the Hong Kong International Airport and selected ports in the Pearl River Delta for transit passengers.</p> |
| <p>7. Work of environmental protection and Dongjiang water quality</p> | <p>Introduction of a pilot emissions trading scheme among power plants in Hong Kong and Guangdong to optimise the use of resources in the reduction of emissions in the same air shed as part of the current programme with the Guangdong Provincial Government to improve air quality in the Pearl River Delta Region.</p> | <p>The Panel on Environmental Affairs was informed of the pilot emissions trading scheme during the briefings given by the Secretary for the Environment, Transport and Works on 22 July 2002, 31 October 2002 and 14 January 2003.</p> <p>The Panel was also briefed on the findings of the Study on Pearl River Delta Regional Air Quality at the meeting on 22 July 2002. The Panel plans to follow up the Study in mid 2003.</p> <p>At the briefing given by the Secretary for the Environment, Transport and Works on 14 January 2003, the Panel on Environment Affairs was also advised that the closed aqueduct for conveying Dongjiang water was expected to be completed in the second half of 2003. Regarding the progress of talks with the Guangdong Provincial Government on the supply and charges for the provision of Dongjiang water, the Panel was advised that the process was on-going and an agreement had yet to be reached.</p> |

| Issue | 2003 Policy Address/ 2003 Policy Agenda booklet | Up-to-date position |
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| <p>8. Construction of the Shenzhen Western Corridor and co-ordination in infrastructure projects</p> | <p>The feasibility of a new express railway linking Hong Kong, Shenzhen and Guangzhou would be studied.</p> <p>The Administration will begin the construction of the Shenzhen Western Corridor/Deep Bay Link and accelerate the construction of the Shenzhen Western Corridor for completion in the latter half of 2005.</p> <p>A new bridge to connect Lok Ma Chau and Huanggang is being pursued.</p> | <p>At the meeting of the Panel on Transport held on 14 January 2003, the Secretary for the Environment, Transport and Works informed members that the Administration had set up a Joint Expert Group with the Mainland authorities in early 2002 to study the function, alignment, technology, demand and economic benefits of the Hong Kong-Shenzhen-Guangzhou Express Rail Link. The Administration hoped to complete the preliminary joint study within a few months.</p> <p>The funding proposal for the implementation of Shenzhen Western Corridor/Deep Bay Link was endorsed by the Public Works Subcommittee on 29 January 2003 and approved by the Finance Committee on 21 February 2003.</p> <p>At the meeting of the Panel on Transport held on 14 January 2003, the Administration advised that it had already reached consensus with the Guangdong and Shenzhen authorities to build a new bridge for cross boundary vehicles. The agreed initial concept was to construct a new cross boundary bridge to the east of the existing one in order to eliminate the bottleneck, segregate freight and passenger vehicles as well as to increase the capacity.</p> |

| Issue | 2003 Policy Address/ 2003 Policy Agenda booklet | Up-to-date position |
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| | <p>A bridge linking Hong Kong (Lantau Island), Macau and Zhuhai is being pursued as a priority target.</p> | <p>At the meeting of the Panel on Transport held on 14 January 2003, the Administration informed members that in the Third Mainland/HKSAR Conference on the Coordination of Major Infrastructure Projects, the HKSAR and the Mainland authority reached a consensus to jointly study the transport linkage between Hong Kong and Pearl River west, including traffic forecasts, alignments and economic benefits. The joint study commenced in early January and is expected to complete within six months.</p> <p>The Panel on Transport has tentatively scheduled to discuss the joint study conducted by the HKSAR and the Mainland authorities on the transport linkage between Hong Kong and Pearl River West in the second quarter of 2003.</p> |

Council Business Division 2
Legislative Council Secretariat
25 February 2003

Related Council questions raised by Members

Since the discussion on cooperation between Guangdong and Hong Kong with the Chief Secretary for Administration at the special House Committee meeting on 19 April 2002, a number of questions have been raised by Members in Council on issues relating to cooperation between Guangdong and Hong Kong.

Oral question raised by Hon Miriam LAU on the immigration and customs booths at Lok Ma Chau Control Point on 24 April 2002

2. At the Council meeting on 24 April 2002, Hon Miriam LAU asked, among other things, whether the Government would consider increasing the number of immigration and custom kiosks at the Lok Ma Chau Control Point to bring it in line with that at the Huanggang Border Control in the Mainland. The question and the reply are available at <http://www.legco.gov.hk/yr01-02/english/counmtg/hansard/cm0424ti-translate-e.pdf>.

Oral question raised by Hon Miriam LAU on the implementation of co-location clearance at border control points on 15 May 2002

3. At the Council meeting on 15 May 2002, Hon Miriam LAU asked, among other things, whether the Government would consider examining the feasibility of implementing "co-location" of boundary crossing facilities for freight traffic. The question and the reply are available at <http://www.legco.gov.hk/yr01-02/english/counmtg/hansard/cm0515ti-translate-e.pdf>.

Written question raised by Hon HUI Cheung-ching on strengthening co-operation with airports in Pearl River Delta on 15 May 2002

4. At the Council meeting on 15 May 2002, Hon HUI Cheung-ching asked, among other things, whether the Government had considered implementing specific measures to strengthen the cooperation between the Hong Kong International Airport and the airports in the Pearl River Delta in order to broaden the cargo base and achieve a win-win situation. The question and the reply are available at <http://www.legco.gov.hk/yr01-02/english/counmtg/hansard/cm0515ti-translate-e.pdf>

Oral question raised by Hon HUI Cheung-ching on road tunnel linking up Shekou and Zhuhai on 12 June 2002

5. At the Council meeting on 12 June 2002, Hon HUI Cheung-ching asked about the details of the proposal to construct a road tunnel to link up Shekou of

Shenzhen and Zhuhai and whether the Government would expedite the studies on the construction of other infrastructures to link up the western part of Hong Kong and the Mainland. The question and the reply are available at <http://www.legco.gov.hk/yr01-02/english/counmtg/hansard/cm0612ti-translate-e.pdf>.

Written question raised by Hon HUI Cheung-ching on customs clearance time for cross-boundary container trucks on 12 June 2002

6. At the Council meeting on 12 June 2002, Hon HUI Cheung-ching asked, among other things, whether the Government had discussed with the Mainland authorities increasing the number of lanes opened at the Huanggang checkpoint at night. The question and the reply are available at <http://www.legco.gov.hk/yr01-02/english/counmtg/hansard/cm0612ti-translate-e.pdf>.

Written question raised by Hon Cyd HO on improvement to air quality in Pearl River Delta region on 26 June 2002

7. At the Council meeting on 26 June 2002, Hon Cyd HO asked, among other things, whether the Government had discussed with the Guangdong Provincial Government the making of concerted efforts to utilize renewable energy sources, with a view to further reducing the emissions from power stations. The question and the reply are available at <http://www.legco.gov.hk/yr01-02/english/counmtg/hansard/cm0626ti-translate-e.pdf>

Oral question raised by Hon HUI Cheung-ching on the construction of a bridge connection Hong Kong and west of Pearl River Delta on 16 October 2002

8. At the Council meeting on 16 October 2002, Hon HUI Cheung-ching asked about the progress of the construction of a link between Hong Kong and the western part of the Pearl River Delta. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm1016ti-translate-e.pdf>.

Oral question raised by Hon SIN Chung-kai on Mainland/Hong Kong Closer Economic Partnership Arrangement on 23 October 2002

9. At the Council meeting on 23 October 2002, Hon SIN Chung-kai asked, among other things, about the progress of the discussion on establishing the Mainland/Hong Kong Closer Economic Partnership Arrangement. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm1023ti-translate-e.pdf>.

Oral question raised by Hon Ambrose LAU on the Mainland visitors under the Group Tour Scheme on 6 November 2002

10. At the Council meeting on 6 November 2002, Hon Ambrose LAU asked, among other things, whether the Government would take pertinent measures to improve service quality and enhance Hong Kong's attraction to Mainland tourists. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm1106ti-translate-e.pdf>.

Written question raised by Hon HUI Cheung-ching on the plan of Shenzhen Authorities to construct logistics park regions on 11 December 2002

11. At the Council meeting on 11 December 2002, Hon HUI Cheung-ching asked whether the Government had assessed impact of the plan of Shenzhen Authorities to construct logistics park regions on the development of the logistics industries in Hong Kong, and the measures to be taken to reinforce the position of Hong Kong as the logistics centre in Southern China. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/chinese/counmtg/floor/cm1211ti-confirm-c.pdf>

Oral question raised by Hon Miriam LAU on the implementation of co-location of immigration and customs facilities at border control points on 22 January 2003

12. At the Council meeting on 22 January 2003, Hon Miriam LAU asked about the progress of the design and planning work in respect of the Huanggang and the new control point at Shenzhen Western Corridor, and whether the Government had discussed with the relevant Mainland authorities the possibility of providing public transport interchanges at the two control points.