

**Progress Report on the Motion on
“Improving ancillary facilities at various crossings for the convenience of
residents travelling between Guangdong and Hong Kong”
at the Legislative Council meeting of 11 May 2011**

Purpose

At the Legislative Council meeting held on 11 May 2011, the motion on “Improving ancillary facilities at various crossings for the convenience of residents travelling between Guangdong and Hong Kong” moved by the Hon Jeffrey LAM Kin-fung was adopted (The full text of the motion is at [Annex](#)). This progress report briefs Members on the follow-up actions and latest progress taken.

Passenger and vehicular flows

2. The number of passengers using the land boundary control points in Hong Kong has continued to increase. In the first six months of 2011, there are on average 510,000 trips made by passengers at the various land boundary control points, which is 14% higher than in 2008. Among them, the growth in number of Mainland visitors was particularly significant. In the first six months of 2011, the daily number of trips made by Mainland visitors using the land boundary control points is 112,000, which is 75% higher than in 2008.

3. As for the vehicular flow in the first six months of 2011, there are on average 41,000 trips made, slightly decreased by 0.74% as compared with 2008. The number of cross-boundary trips made by goods vehicles is 21,000 per day, indicating a decline by 13% when compared with 2008. The average daily number of trips made by private vehicles is 17,000, representing an increase by 19% compared with 2008.

Management of passenger flow

4. Since the commissioning of the Shenzhen Bay and the Lok Ma Chau Spur Line Control Points in 2007, passengers have been diverted from other control points. In the second quarter of 2011, the daily average of the trips

made by passengers at the two control points were 67,000 and 89,000 respectively (representing 13% and 17 % respectively of the total number of passengers by land). During the Easter holidays this year, there were record high number of trips at 106,000 and 132,000 made by passengers at the Shenzhen Bay and Lok Ma Chau Spur Line Control Point respectively.

5. Notwithstanding the overall growth in passengers, passenger flow at all boundary control points remained smooth. In particular, during the Ching Ming Festival this April, and the Easter and Labour Day festive periods, the Immigration Department (ImmD) was able to meet its performance pledge overall, i.e. 95% of the visitors using the land boundary control points could have their clearance completed with 30 minutes.

6. During the summer vacation this year, the ImmD and other frontline departments will continue to deploy additional staff in a flexible manner to enhance clearance service.

Strengthening electronic services

7. Over 1.5 million people have registered for using the Express e-Channels at the Lo Wu Control Point. The ImmD is now upgrading its computer systems for handling the electronic Exit-Entry Permit for Travelling to and from Hong Kong and Macao (EEP) and for expanding its e-Channel service. Tendering for the procurement of hardware and software is now underway. The ImmD plans to allow holders of EEP who have visited Hong Kong no less than three times in a year to use the e-Channel service at the Lo Wu and Lok Ma Chau Spur Line Control Points, following enrollment from the first quarter of 2012. The ImmD will allow eligible visitors to enroll for the above service at the Lo Wu, Lok Ma Chau, Lok Ma Chau Spur Line and Shenzhen Bay Control Points by end 2011 and early 2012.

8. As regards the Road Cargo System, the Customs & Excise Department (C&ED) and the ImmD had set up one-stop clearance kiosks for goods vehicles since May of 2010 by phases, enabling them to use a seamless clearance service at the land boundary control points. The above system will be put into full implementation on 17 November 2011.

Improvement works at control points

9. The improvement works at the Man Kam To and Lok Ma Chau Control Points are progressing smoothly. The works are expected to be completed by 2012 and 2013 respectively, thence providing better services to the public.

10. The SAR Government and the Mainland counterparts continue to implement the various advance works for the Liantang / Heung Yuen Wai boundary control point. The new control point is expected to be commissioned by 2018.

Security Bureau

19 July 2011

Motion on
“Improving ancillary facilities at various crossings for the convenience of
residents travelling between Guangdong and Hong Kong”
to be moved by Hon Jeffrey LAM Kin-fung
at the Legislative Council meeting
of Wednesday, 11 May 2011

Wording of the Motion

That, since exchanges between Hong Kong and Mainland have become increasingly frequent, the utilization rates of various land boundary control points are rising year by year, with serious congestion in the flows of people and vehicles occurring frequently during peak periods, this Council urges the Administration to adopt the following improvement measures:

- (a) to conduct studies on the acutely uneven utilization rates of boundary control points in Hong Kong at present, put in place different incentive measures to divert cross-boundary travellers and balance the utilization rates of various crossings, and enhance the arrangements for crowd diversion on weekends and during public holidays, so as to shorten the clearance time for residents travelling between Guangdong and Hong Kong;
- (b) to expeditiously discuss with the Mainland Government improvement to the ancillary facilities near various boundary control points, so as to enhance the linkage between the boundary control points and the facilities such as roads and railway lines, etc., and make it more convenient for residents in both places to travel to and from boundary control points; and
- (c) to expedite the studies on the clearance arrangements at the new boundary control points under planning or construction and on the surrounding ancillary facilities, and having regard to demand, launch extension or improvement works, so as to ensure that the new boundary control points can achieve better diversion effect and alleviate congestion at other crossings.