

珠三角最新發展情況

An Overview of Recent Development in the Pearl River Delta



珠三角最新發展情況

An Overview of Recent Development in the Pearl River Delta

背景

珠三角位於廣東省，一直被視為推動中國在當今世界崛起的地區重鎮。珠三角包括九個市，分別是廣州、深圳、東莞、佛山、江門、中山、珠海，以及惠州（其中的惠州市區、惠東縣和博羅縣）和肇慶（其中的肇慶市區、高要市和四會市）。

地圖

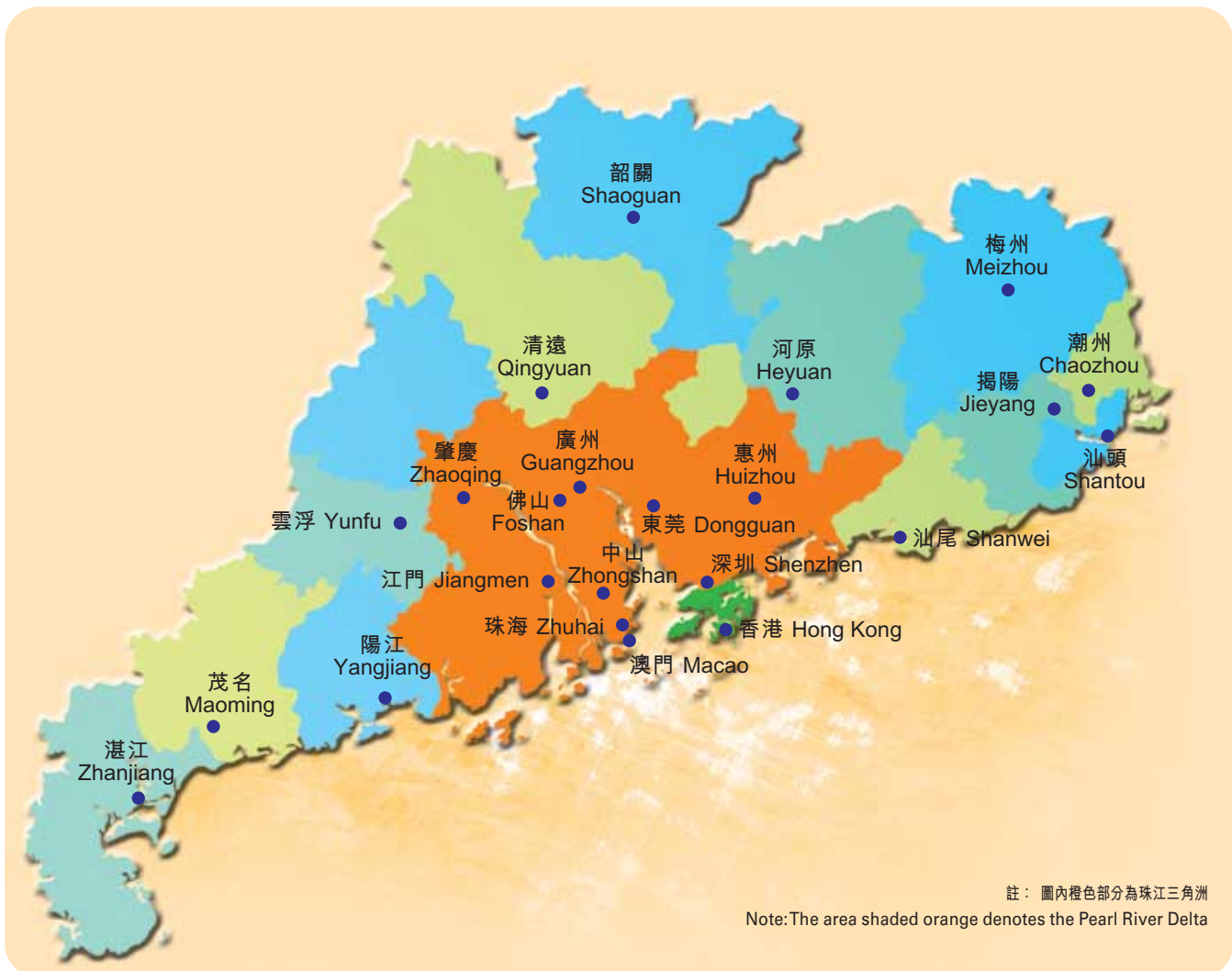
廣東省及珠江三角洲經濟區

General Background

The PRD, situated in the Guangdong province, has long been recognised as the regional powerhouse of China for its rise in the contemporary world. The region comprises nine municipalities, namely Guangzhou, Shenzhen, Dongguan, Foshan, Jiangmen, Zhongshan, Zhuhai, and the urban areas of Huizhou (Huizhou urban district, Huidong County and Boluo County) and Zhaoqing (Zhaoqing urban district, Gaoyao County-level City and Sihui County-level City).

Map

Guangdong Province and the Pearl River Delta Economic Zone



大珠江三角洲的主要管轄區

Main jurisdictions in the Greater Pearl River Delta Region



珠三角地區的經濟持續迅速發展。2005年的生產總值達18,059億元人民幣(2,206億美元)，按年增長15.8%。珠三角的主要經濟指標見圖表1及2。

The PRD region continues to experience robust economic development. The GDP in 2005 amounted to RMB 1,805.9 billion (US\$220.6 billion), with a year-on-year increase of 15.8%. Major economic indicators of the PRD region are shown in exhibits 1 & 2.

圖表1 珠江三角洲的主要經濟指標（當年價格）

Exhibit 1 Major Economic Indicators of Pearl River Delta Region (at current prices)

指標 Indicator	1980	1985	1990	1995	2000	2001	2002	2003	2004	2005
戶籍人口(百萬人) ⁽¹⁾ Registered population (million persons) ⁽¹⁾	16.27	17.57	19.28	21.38	23.07	23.37	23.65	23.99	24.51	24.99
生產總值(億元人民幣) ⁽²⁾ Gross domestic product (0.1 billion yuan) ⁽²⁾	119.2	303.9	872.2	3,899.7	7,378.6	8,363.9	9,418.8	11,341.1	15,337.3	18,059.4
第一產業(億元人民幣) Primary industry (0.1 billion yuan)	30.7	57.3	129.4	314.9	428.5	445.2	465.0	470.5	489.4	498.8
第二產業(億元人民幣) Secondary industry (0.1 billion yuan)	54.0	148.7	404.6	1,957.1	3,657.3	4,139.0	4,688.1	5,939.6	7,629.8	9,196.0
第三產業(億元人民幣) Tertiary industry (0.1 billion yuan)	34.5	97.9	338.2	1,627.7	3,292.9	3,779.8	4,265.6	4,930.0	7,218.1	8,364.5
固定資產投資總額(億元人民幣) Total amount of investment in fixed assets (0.1 billion yuan)	16.6	128.4	231.4	1,491.0	2,291.6	2,566.8	2,886.6	3,739.7	4,487.0	5,296.8
消費品零售總額(億元人民幣) Total amount of retail sales of consumer goods (0.1 billion yuan)	70.7	198.0	445.7	1,544.7	2,792.4	2,749.6	3,481.3	3,976.6	4,498.5	5,630.5
出口總額(億美元) Total amount of exports (US\$ 0.1 billion)	6.2	16.3	81.4	461.1	847.4	908.3	1,126.1	1,450.6	1,818.5	2,271.2
外來直接投資額(億美元) Foreign direct investment (US\$ 0.1 billion) ⁽³⁾	1.0	7.4	15.4	85.8	125.4	141.9	150.2	170.3	110.7	115.1
地方財政收入(億元人民幣) Local government revenue (0.1 billion yuan)	23.4	49.9	95.9	315.3	595.6	745.7	768.7	848.0	932.0	1,211.5
地方財政支出(億元人民幣) Local government expenditure (0.1 billion yuan)	8.2	26.1	76.4	316.6	682.1	822.7	963.6	1,075.0	1,210.0	1,547.3
城鄉居民年終儲蓄存款(億元人民幣) Savings deposits by urban and rural residents at year-end (0.1 billion yuan)	21.0	112.0	552.7	2,810.4	6,641.0	7,670.6	9,240.2	11,068.9	12,680.0	15,154.9

- 註：(1) 根據2000年進行的全國人口普查，珠三角經濟區共有人口4 080萬，與官方的戶籍人口數字有出入。兩者出現差異的主要原因，是前者計算了外來人口和流動人口，而後者則沒有把這兩類人口計算在內。由於前往珠三角就業者人數眾多，但卻沒有正式的「登記」戶籍，所以珠三角在這方面的人口差異較中國其他地區為大。
- (2) 內地出版的刊物已於2004年開始改稱地區的GDP為「地區生產總值」（例如廣東省生產總值）。中國內地整體的GDP則仍稱為「國內生產總值」。本圖表內的2004年生產總值數據，已按2004年全國經濟普查的統計範圍作出調整。
- (3) 2004年實際利用外來直接投資的數據曾作調整，因此不可與2003年或以前的有關數據相比。圖表內的2003年或以前的數據是指“實際利用外資總額”。

- Notes: (1) According to the 2000 National Census, the PRD Economic Zone had a population of 40.8 million people. This contrasts with the official registered population. The main reason for the difference between the Census and registered populations is that the former figure includes the migrant and floating populations and the latter does not. Given the large number of people that come to the PRD for employment, but do not have official 'registered' status, this discrepancy is larger in the PRD than elsewhere in China.
- (2) The Chinese term for Gross Domestic Product (GDP) of a region in the Mainland has been renamed as “地區生產總值” in Mainland's publications starting from 2004 (e.g. 廣東省生產總值). That of the Mainland as a whole remains as “國內生產總值”. Data of 2004 on GDP in this table have been adjusted in accordance with the statistical coverage of the 2004 National Economic Census.
- (3) The foreign direct investment actually used of 2004 was adjusted, which was not comparable with that of 2003 and prior to it. Figures of 2003 and prior to it in the table refer to "foreign capital actually used".

資料來源：廣東省統計局和2002至2006年的《廣東統計年鑑》。

Sources: Guangdong Provincial Statistics Bureau, Guangdong Statistical Yearbook 2002 to 2006.

圖表2 2005年珠三角主要城市居民的生活水平

Exhibit 2 Living standard of local residents in major cities of the PRD in 2005

主要城市 Major City	生產總值 (百萬元人民幣) (按可比價格計算的逐年增長率) GDP (million yuan) (yoy growth at comparable prices)	人均生產總值 (人民幣) (按可比價格計算的逐年增長率) Per capita GDP (yuan) (yoy growth at comparable prices)	消費品零售總額 (百萬元人民幣) (逐年增長率) Total retail sales of consumer goods (million yuan) (yoy growth)
廣州 Guangzhou	515,423 (12.9%)	53,809 (14.3%)	189,874 (13.2%)
深圳 Shenzhen	495,091 (15.1%)	60,801 (11.6%)	143,767 (15.0%)
珠海 Zhuhai	63,495 (13.4%)	45,284 (10.7%)	22,014 (16.3%)
佛山 Foshan	238,318 (19.4%)	41,266 (17.8%)	64,773 (16.6%)
江門 Jiangmen	80,537 (12.8%)	19,636 (12.3%)	30,982 (12.3%)
東莞 Dongguan	218,162 (19.4%)	33,263 (19.4%)	50,001 (17.2%)
中山 Zhongshan	88,020 (23.2%)	36,207 (22.8%)	27,660 (17.9%)
惠州 Huizhou	80,343 (15.8%)	21,896 (12.9%)	25,151 (18.0%)
肇慶 Zhaoqing	45,057 (14.4%)	12,315 (12.7%)	14,229 (17.7%)

資料來源：《廣東統計年鑑—2006》。

Sources: Guangdong Statistical Yearbook 2006.

雖然珠三角經濟區只佔全國土地面積的0.4%及普查人口的3.2%，但在2005年卻佔國內生產總值的9.8%、總出口的29.8%及外來直接投資的19.1%。這地區亦是廣東省的經濟樞紐：雖佔全省土地面積的23.2%，但在2005年卻佔該省生產總值的80.7%、總出口的95.4%及外來直接投資的93.1%。(圖表3)

Although the PRD economic zone encompassed only 0.4% of China's land mass and only 3.2% of the census population, they accounted for 9.8% of the nation's GDP, 29.8% of total exports and 19.1% of foreign direct investment in 2005. This region is also an economic hub of Guangdong province: it accounted for 23.2% of the province's land mass but contributed 80.7% of its GDP, 95.4% of total exports and 93.1% of foreign direct investment in 2005. (Exhibit 3)

圖表3 珠三角經濟區對廣東和內地的重要性

Exhibit 3 The importance of PRD Economic Zone in Guangdong and the Mainland

	2005 珠三角經濟區所佔百分比 % share of PRD Economic Zone in	
	廣東 Guangdong	內地 Mainland
土地面積 Land area	23.2%	0.4%
戶籍登記人口 Population of household registration	31.6%	未能提供 Not available
普查人口(第五次全國人口普查) Census population (Fifth National Population Census)	47.8%	3.2%
生產總值 GDP	80.7%	9.8%
出口 Exports	95.4%	29.8%
外來直接投資 Foreign direct investment	93.1%	19.1%

資料來源：《中國統計年鑑－2006》、《廣東統計年鑑－2006》。

Sources: *China Statistical Yearbook 2006, Guangdong Statistical Yearbook 2006.*

根據一份最近公布的中國城市競爭力報告¹，所有珠三角城市在2006年均位列全國首200個最具競爭力城市之內，其中三分二排名首50位，當中更有三個城市躋身首十位：深圳(第二位)、廣州(第五位)及佛山(第九位)。圖表4顯示2005年珠三角部分城市的主要經濟指標。

According to a recently released report on urban competitiveness¹, all the PRD cities were ranked within the top 200 competitive cities in China in 2006, with two-thirds ranked within the top 50, and three of the cities were even on the top ten list: Shenzhen (No. 2), Guangzhou (No. 5) and Foshan (No. 9). Exhibit 4 shows the major economic indicators of selected cities in PRD in 2005.

註：(1) 《中國城市競爭力報告》，倪鵬飛主編，社會科學文獻出版社(中國)，2007年。

Notes : (1) "Annual Report on Urban Competitiveness", N. Pengfei, Social Sciences Academic Press (China), 2007.

圖表4 2006年珠三角個別城市的經濟指標

Exhibit 4 Economic indicators of individual Pearl River Delta cities, 2006

主要城市 Major City	生產總值 ⁽¹⁾ (億元人民幣) GDP ⁽¹⁾ (0.1 billion yuan)	生產總值的組合成分 ⁽¹⁾ Composition of GDP ⁽¹⁾		
		第一產業 Primary industry %	第二產業 Secondary industry %	第三產業 Tertiary industry %
廣州 Guangzhou	6,068.4	2.4	39.9	57.7
深圳 Shenzhen	5,684.4	0.1	53.2	46.7
珠海 Zhuhai	749.6	2.7	55.4	41.9
佛山 Foshan	2,915.0	2.7	62.8	34.6
江門 Jiangmen	921.0	8.3	53.3	38.4
東莞 Dongguan	2,624.6	0.7	58.0	41.3
中山 Zhongshan	1,036.0	3.1	61.6	35.3
惠州 Huizhou	933.2	8.5	58.5	33.0
肇慶 Zhaoqing	526.2	28.1	28.8	43.1

註：(1) 初步帳目數據。

(2) 特定規模以上工業企業的數字(年銷售收入達人民幣500萬元以上的所有國有工業企業和非國有工業企業)。

Notes: (1) Preliminary data on the accounts.

(2) Figures refer to industrial enterprises above designated size (all state-owned industrial enterprises and non-state-owned industrial enterprises with an annual sales revenue over 5 million yuan).

資料來源：有關城市的統計公報和《廣東統計概要 - 2007》。

Sources: Statistical communiqués of relevant cities, 《廣東統計概要 - 2007》.

工業總產值 ⁽²⁾ (億元人民幣) Gross industrial output value ⁽²⁾ (0.1 billion yuan)	進出口總額 (億美元) Imports and Exports (0.1 billion US\$)	外來直接投資額 (百萬美元) Foreign direct investment (million US\$)	城市居民人均可 支配收入 (人民幣) Per capita disposable income of urban residents (yuan)	人均生產 總值 ⁽¹⁾ (人民幣) Per capita GDP ⁽¹⁾ (yuan)	消費品零售總額 (億元人民幣) Total retail sales of consumer goods (0.1 billion yuan)
7,272.5	637.7	2,923	19,851	暫時沒有數字 Not yet available	2,182.8
11,673.4	2,374.1	3,268	22,567	67,907	1,671.3
1,951.4	328.2	824	17,671	52,317	255.5
6,236.8	309.8	1,137	暫時沒有數字 Not yet available	暫時沒有數字 Not yet available	776.2
1,759.1	108.2	678	13,869	22,400	352.3
4,822.6	842.2	1,808	25,320	暫時沒有數字 Not yet available	584.5
2,724.5	231.3	713	18,897	42,047	331.1
1,793.1	212.3	1,045	15,991	24,996	297.2
452.6	27.9	672	11,547	暫時沒有數字 Not yet available	167.9



產業結構轉型

二十多年前，廣東省的經濟開始起步。廣東省當時的廉價土地及工資，以及政府為吸引外資而提供的種種政策優惠，吸引了大批香港及海外投資者前往當地設廠，成為經濟發展的主要動力。多年來，勞工密集的輕工業在推動廣東省的產業發展上發揮舉足輕重的作用，但時移世易，這種情況正出現多種轉變。

近年，廣東省的產業結構正逐步轉型，並朝着重工業和高增值產業方向發展。作為廣東省的經濟樞紐，珠三角地區的輕工業與重工業比例，已由1978年的56.6:43.4變為2005年的40.45:59.55。珠三角2005年的產業增值達8,147億元人民幣(995億美元)，佔全省的86.5%。廣東九大支柱產業中有三類(電子信息業、電器用品及機械工業和石油化工業)一直發展蓬勃，佔九大產業總生產值的70.8%。

與此同時，珠三角的經濟結構亦出現重大轉變：以地區生產總值計算，該區三類產業的比例由1978年的25.8:45.3:28.9發展為2005年的2.8:50.9:46.3，第三產業所佔的比例增加了60.2%。

根據國務院於2007年3月公布的《國務院關於加快發展服務業的若干意見》，中國將會加快發展服務業，以期加速產業結構轉型的步伐。國務院期望重整外貿增長結構，由現時以低增值製成品出口為主的局面，轉變為更加倚重服務業。推動服務業發展是為了把經濟增長模式，由工業主導轉為更加着重國內消費，藉以減輕對環境及出口造成的壓力。

Industrial Restructuring

The economy of Guangdong province began to take shape more than two decades ago, largely fuelled by a host of manufacturing operations set up by Hong Kong and overseas investors to exploit the cheap land and labour as well as other favourable conditions created by the government policy to attract foreign investments. For years, the labour-intensive light industries have played a key role in powering the industrial development of the province. However, changes are taking place.

The industrial structure in Guangdong has gradually been transforming in recent years. The province has geared its industrial structure towards heavy and high value added industries. As the economic hub of Guangdong province, the PRD region's proportion of light industries to heavy industries of the PRD region changed from 56.6:43.4 in 1978 to 40.45:59.55 in 2005. The value added of industry in PRD reached RMB 814.7 billion (US\$99.5 billion) in 2005, accounting for 86.5% of the whole province. The development of three of the nine pillar industries in Guangdong, namely electronic information, electrical appliances & machinery and petrochemicals, has been robust, representing 70.8% of the total production of the nine industries.

Meanwhile, the composition of economy of PRD has also experienced great changes: the ratio of the three sectors in GDP changed from 25.8:45.3:28.9 in 1978 to 2.8:50.9:46.3 in 2005, with the proportion of the tertiary industry increased by 60.2%.

According to the "Opinions of the State Council concerning Accelerating the Development of the Services Sector" released by the State Council in March 2007, China will speed up the development of its services sector so as to accelerate the pace of its economic restructuring. The State Council wishes to see foreign trade growth, now dominated by exports of low value added manufactured goods, be reconfigured by a larger reliance on the services trade. The idea behind the push of the services sector is to shift the economy's style of growth from being industry-driven to relying more on domestic consumption, thus alleviating the burden on the environment and exports.

此外，根據廣東省「十一五」規劃，廣東省將在2006至2010年期間加快發展服務業。

加工貿易政策的最新轉變

在2006年下半年至2007年年初，中國宣布對加工貿易政策作出調整，以示其引導加工貿易轉型升級的決心。新規定²取消和降低某些商品的出口退稅，以限制高污染、高耗能，以及耗用大量資源商品的出口。另一方面，高新科技商品的出口退稅則獲得上調，藉以鼓勵這類商品的出口，從而讓加工貿易加快轉型升級。此外，當局也頒布了經擴大的加工貿易禁止類商品目錄。

與禁止類商品有關的最新規管適用於所有企業，包括遵辦紀錄良好而出口貨量可觀的「A類」企業。至於限制類的商品，除「A類」企業外，其他企業一律須向海關「實際繳付」銀行保證金。此舉嚴重影響大部分相關企業的現金周轉。此外，這次擴大禁止類商品目錄所涉範圍甚廣，對經營鞋履、玩具、化工、食品、造紙、包裝、皮革、金屬以至電池等行業的港資企業，造成重大影響(詳情請參閱本年報第58頁的研究報告)。

Moreover, as stipulated in Guangdong's 11th Five Year Plan, the province will expedite the development of its service sector during 2006-2010.

Latest Policy Changes on Processing Trade

In the latter half of 2006 and early 2007, China announced changes on processing trade policy to show its determination to upgrade the processing trade. The new rules² stipulate the removal of and reduction in export tax rebate for certain products to restrict export of high pollution, high energy consumption and resource consumption products. There were also upward adjustments made to export tax rebates for new and hi-tech products in order to encourage the export of these products, thus expediting the upgrade of processing trade. An expanded list of prohibited category under processing trade was also introduced.

The latest regulations on products under the prohibited category apply to all enterprises, including 'Category A' enterprises with good compliance track record and considerable export volume. And for goods under the restricted category, "actual payment" of customs duty deposit is required unless the enterprise is a 'Category A' enterprise. This seriously affects the cash flow of most enterprises concerned. Moreover, the expansion of the prohibited category this time covers a wide scope, exerting huge impact on Hong Kong based enterprises ranging from shoes, toys, chemicals, food, papermaking, packaging, leather, metals and batteries. (For more details, please refer to study report on p.58 of this Report.)



註：(2) 國家財政部及其他部門發出的公告[2006]139及145號、商務部及其他部門發出的公告[2006]82號及[2007]17號。

Notes :(2) Circulars No. 139 and No.145 [2006] issued by Ministry of Finance and other ministries, Circular No.82 in 2006 and Circular No. 17 in 2007 issued by Ministry of Commerce and other ministries.

產業轉移

珠三角正在出現新一輪的產業轉移。這是廣東省政府為加快加工貿易轉型升級而推行的措施之一。自2006年起，當局已批准設立18個產業轉移園區³，範圍覆蓋珠三角區域與廣東省山區和東西兩翼的地區。這些地區的天然資源比較豐富，營運成本相對較低，適合設立勞動密集型的產業。此外，地方當局亦在土地用途、電力供應、基礎建設等方面提供支援，協助企業轉移。

加快跨界建設工程

香港和廣東政府明白兩地緊密融合對提升雙方競爭力至為重要，因此一直合作無間，致力改善跨界建設。以下是部分新近發展的主要跨界建設項目：

註：(3) 18個產業轉移園區包括：東莞石龍(始興)、中山火炬(陽西)、中山石岐(陽江)、佛山禪城(雲城都楊)、佛山順德(雲浮新興新成)、廣州白雲江高(電白)、東莞石碣(興寧)、東莞東坑(樂昌)、佛山禪城(陽東萬象)、中山(河源)、東莞大朗(信宜)、中山三角(滘江)、深圳鹽田(梅州)、東莞鳳崗(惠東)、順德龍江(德慶)、中山大涌(懷集)、東莞橋頭(龍門金山)及佛山順德(廉江)。

Industry Relocation

A new wave of industry relocation is in progress in PRD as this is part of the series of measures by which the Guangdong Provincial Government expedites the upgrade of processing trade activities. A total of 18 industry relocation parks³ had been approved covering the PRD, the mountainous regions and eastern and western parts of Guangdong since 2006. These areas have relatively richer natural resources and lower operating costs, which are suitable for labour-intensive industries to settle in. The local authorities also offer support in land use, electricity supply, infrastructure facilities and so on to help enterprises with the relocation.

Accelerating Construction of Cross-Boundary Infrastructure

Both Hong Kong and Guangdong governments have been working closely with each other to improve the cross-boundary infrastructure for they see the vital importance of a seamless integration of the two territories to the competitiveness of both places. The following are some highlights of recent developments of cross-boundary infrastructure:

Notes : (3) These 18 industry relocation parks are: Dongguan Shilong (Shixing) 東莞石龍 (始興)、Zhongshan Torch (Yangxi) 中山火炬 (陽西)、Zhongshan Shiqi (Yangjiang) 中山石岐 (陽江)、Foshan Chancheng (Yuncheng Duyang) 佛山禪城 (雲城都楊)、Foshan Shunde (Yunfu Xinxing Xincheng) 佛山順德 (雲浮新興新成)、Guangzhou Baiyun Jianggao (Dianbai) 廣州白雲江高 (電白)、Dongguan Shijie (Xingning) 東莞石碣 (興寧)、Dongguan Dongkeng (Lechang) 東莞東坑 (樂昌)、Foshan Chancheng (Yangdong Wanxiang) 佛山禪城 (陽東萬象)、Zhongshan (Heyuan) 中山 (河源)、Dongguan Dalang (Xinyi) 東莞大朗 (信宜)、Zhongshan Sanjiao (Zhenjiang) 中山三角 (滘江)、Shenzhen Yantian (Meizhou) 深圳鹽田 (梅州)、Dongguan Fenggang (Huidong) 東莞鳳崗 (惠東)、Shunde Longjiang (Deqing) 順德龍江 (德慶)、Zhongshan Dachong (Huaiji) 中山大涌 (懷集)、Dongguan Qiaotou (Longmen Jinshan) 東莞橋頭 (龍門金山)、Foshan Shunde (Lianjiang) 佛山順德 (廉江)。

深港西部通道

2003年8月，香港特區政府展開深港西部通道工程，興建第四條中港跨境行車通道。深港西部通道的走線始於設有口岸過境設施的蛇口東角頭新填海區，橫跨前海灣而以新界西北區的鰲磡石為落點。深圳蛇口的新出入境管制站日後將會實施一地兩檢的客貨通關安排。深港西部通道已於2007年7月通車。

上水至落馬洲支線

上水至落馬洲支線全長7.4公里，用以紓緩羅湖過境旅客擠塞，以及配合過境鐵路乘客量的預期增長。該建築項目包括東鐵落馬洲支線、落馬洲支線管制站、公共交通交匯處及行人天橋，工程已竣工。預期支線可於2007年啟用。屆時，這條邊界通道每日最多可處理的旅客量約為15萬人次。

港珠澳大橋

2003年1月，國家發展和改革委員會與香港特區政府共同委託綜合運輸研究所進行一項「香港與珠江西岸交通聯繫研究」。研究認為港珠澳大橋將會有助縮短香港與珠江西岸之間的行車時間和距離；推動珠江西岸的社會經濟發展；鞏固香港的國際船運和航空中心地位；促進區內旅遊業的發展以及完善區內的交通網絡。2003年8月，港珠澳大橋前期工作協調小組成立，負責開展有關建設港珠澳大橋的前期工作。協調小組已就大橋的定線和着陸點達成協議，並已委

The Hong Kong-Shenzhen Western Corridor (HK-SWC)

The HKSAR Government commenced the construction of the HK-SWC in August 2003 with an aim of providing a fourth vehicular boundary crossing between Hong Kong and the Mainland. The alignment of the HK-SWC starts at the newly reclaimed area for the boundary crossing facilities at Dongjiaotou, Shekou. It spans across Deep Bay and land at Ngau Hom Shek in the Northwest New Territories. Co-location arrangement for both passenger and cargo clearance will be implemented at the new control point at Shekou in Shenzhen. The HK-SWC came into operation in July 2007.

The Sheung Shui to Lok Ma Chau Spur Line (Spur Line)

The 7.4km long Sheung Shui to Lok Ma Chau (LMC) Spur Line aims at relieving the congestion of cross boundary passengers at Lo Wu and coping with the anticipated growth in cross-boundary rail passenger traffic. The construction project, including the East Rail LMC Spur Line, LMC Spur Line Control Point, LMC Public Transport Interchange and the Passenger Bridge, has been completed. The Spur Line is expected to be commissioned in 2007. By that time, the boundary crossing will be able to handle up to about 150,000 passengers a day.

Hong Kong-Zhuhai-Macao Bridge (HZMB)

In January 2003, the National Development and Reform Commission and the Government of the Hong Kong Special Administrative Region commissioned the Institute of Comprehensive Transportation to conduct a study on "Transport Linkage between Hong Kong and Pearl River West". The study concluded that the HZMB will be instrumental in shortening the travelling time and distance between Hong Kong and the Pearl River West, promoting the socio-economic development of the Pearl River West, reinforcing Hong Kong's status as a international shipping and aviation centre, promoting the development of regional tourism industries and perfecting the regional transport network. In August 2003, the HZMB Advance Work Co-ordination Group (AWCG) was set up to press ahead with the advance work for the construction of the bridge. The AWCG has already reached agreement on the alignment and landing points of the bridge. It has also commissioned the China Highway Planning and Design Institute to conduct studies on the two outstanding issues, namely, the locations of boundary crossing facilities and the financing arrangements of the project, with a view to finalising the feasibility study report for submission to the Central People's Government as soon as possible. In January 2007, the Central People's Government set up the HZMB Task Force to help expedite the project.

託中交公路規劃設計院就過境設施選址及大橋項目融資安排這兩項有待定案的問題進行研究，以期盡快敲定可行性研究報告，提交中央政府審批。2007年1月，中央政府成立港珠澳大橋專責小組，協助加速推動大橋項目的進展。

北環線

北環線將由現時西鐵錦上路站伸延至落馬洲站，為新界西部提供直接通往邊界的鐵路服務。此外，北環線將在洲頭附近設置轉車站，以便乘客轉乘落馬洲支線經上水前往東鐵沿途各站。當九龍南線與北環線相繼落成後，東鐵和西鐵便連成一個完整的環形鐵路網絡，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。

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約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，九廣鐵路公司正積極進行研究，預計於本年7月向政府提交建議書。該項目的建設將配合國家「十一五」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。

The Northern Link

The Northern Link (NOL) will run between the existing West Rail at Kam Sheung Road Station and LMC Station and provide direct rail services between the western New Territories and the border. Moreover, an interchange station will be built near Chau Tau to allow NOL passengers to change to LMC Spur Line for all East Rail stations via Sheung Shui. The completion of the Kowloon Southern Link and the NOL will form a continuous railway loop connecting the East Rail and West Rail, which will not only facilitate travelling between eastern and western New Territories but also provide residents of western New Territories with more convenient cross-boundary rail services for easy transit to the Shenzhen Metro.

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 in place, the journey time between Guangzhou and Hong Kong will be reduced from the current 100 minutes or so 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 since December last year. As for the Hong Kong section, the Kowloon-Canton Railway Corporation is working on relevant studies actively and it is expected that a proposal will be submitted to the Government in July this year. In line with the aim to speed up railway development as set out in the National 11th Five Year Plan, the ERL will strengthen Hong Kong's connection with the PRD and cities in the eastern region.



深港合作

為促進CEPA的落實，以及加快實施粵港合作聯席會議第六次會議就深港合作議定的具體措施，深港當局於2004年6月簽署《加強深港合作的備忘錄》。備忘錄列明深港同意加強合作，推動兩地的長期共同繁榮。雙方同時簽署八份合作協議書，以加強不同領域的合作。

深港合作關係自此越見緊密，合作範疇由貿易與基建擴展至旅遊、金融及環保等領域。行政長官在2005年10月發表的施政報告中提及，香港會加強與深圳在不同領域的交流和合作，包括發展邊境管制站、基建規劃、改善食物安全及生態。在國家「十一五」規劃框架下，深圳「十一五」規劃訂明重點加強與香港在跨界建設、環保及資訊科技等多方面的合作。2006年年中，深圳當局亦在《深圳2030城市發展策略》文件中，重申其目標是加強與香港合作，把深圳建設為世界級城市。

創新科技是深港加強合作的主要領域之一。內地與香港科技合作委員會已把設立深港創新圈的建議列為重點工作之一。該委員會屬高層次組織，成立於2004年，專責制訂和統籌內地與香港的科技合作及交流計劃。隨着深港兩地於2007年5月21日簽署「深港創新圈」合作協議，兩地政府將致力加強創新科技方面的專門知識、資訊及資源交流，從而推展設立「深港創新圈」的建議。至於長遠目標，是把深港這兩個毗鄰地區建設為創新科技活動的世界級地區樞紐。

Shenzhen-Hong Kong Cooperation

To facilitate the implementation of Mainland and Hong Kong Closer Economic Partnership Arrangement (CEPA) and expedite the implementation of cooperation initiatives agreed at the Sixth Plenary of Hong Kong Guangdong Cooperation Joint Conference in relation to Hong Kong and Shenzhen, the Hong Kong and Shenzhen authorities signed the Memorandum on Closer Cooperation between Hong Kong and Shenzhen (MOU) in June 2004. The MOU states that Hong Kong and Shenzhen agreed to strengthen cooperation to promote long-term prosperity in both places. Eight cooperation agreements were also signed at the same time to strengthen cooperation in various areas.

Since then, cooperation between Hong Kong and Shenzhen has become even stronger, with areas extended from trade and infrastructure to tourism, finance, environmental protection etc. In his Policy Address delivered in October 2005, the Chief Executive mentioned Hong Kong would enhance communication and cooperation with Shenzhen in different areas including border control point development, infrastructural planning, food safety and ecological improvements. Against the backdrop of the National 11th Five Year Plan, Shenzhen's 11th Five Year Plan stipulates its emphasis on strengthening cooperation with Hong Kong in various fields such as cross-boundary infrastructure, environmental protection, IT and etc. Shenzhen also reiterated its goal of enhancing its cooperation with Hong Kong to build a world-class city in the "Shenzhen 2030 City Development Strategy" in mid 2006.

One of the major areas of further cooperation between Shenzhen and Hong Kong is innovation and technology. The proposal of building a Shenzhen-Hong Kong Innovation Circle has been included as one of the major initiatives of the Mainland/Hong Kong Science and Technology Co-operation Committee, which is a high-level body established in 2004 to formulate and coordinate programmes for technological collaborations and exchanges between Hong Kong and the Mainland. With the signing of the Shenzhen-Hong Kong cooperation agreement on 21 May 2007, the two governments will strive to enhance exchanges in expertise, information and resources in innovation and technology, with a view to taking forward the proposal of building a "Shenzhen-Hong Kong Innovation Circle". The long-term target is to develop the two neighbouring localities into a world-class regional hub for innovation and technology activities.