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二零一七年跨界旅運統計調查
Cross-boundary Travel Survey 2017



二零一七年

跨界旅運統計調查報告

Survey Report on Cross-boundary Travel Survey 2017

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1

引言

Introduction



1.1 背景

本報告旨在闡述於二零一七年十一月進行的「二零一七年跨界旅運統計調查」(即二零一七年統計調查)的主要結果。

隨着內地及澳門與香港的社會經濟連繫更趨緊密，跨界旅運量在過去年間持續增長。在二零一七年進行統計調查的兩個星期期間，平均每日有720 000^{1A}人次的跨界旅客行程^{1B}，較二零零七年的平均每日539 900人次增加超過三成。(圖 1.1)

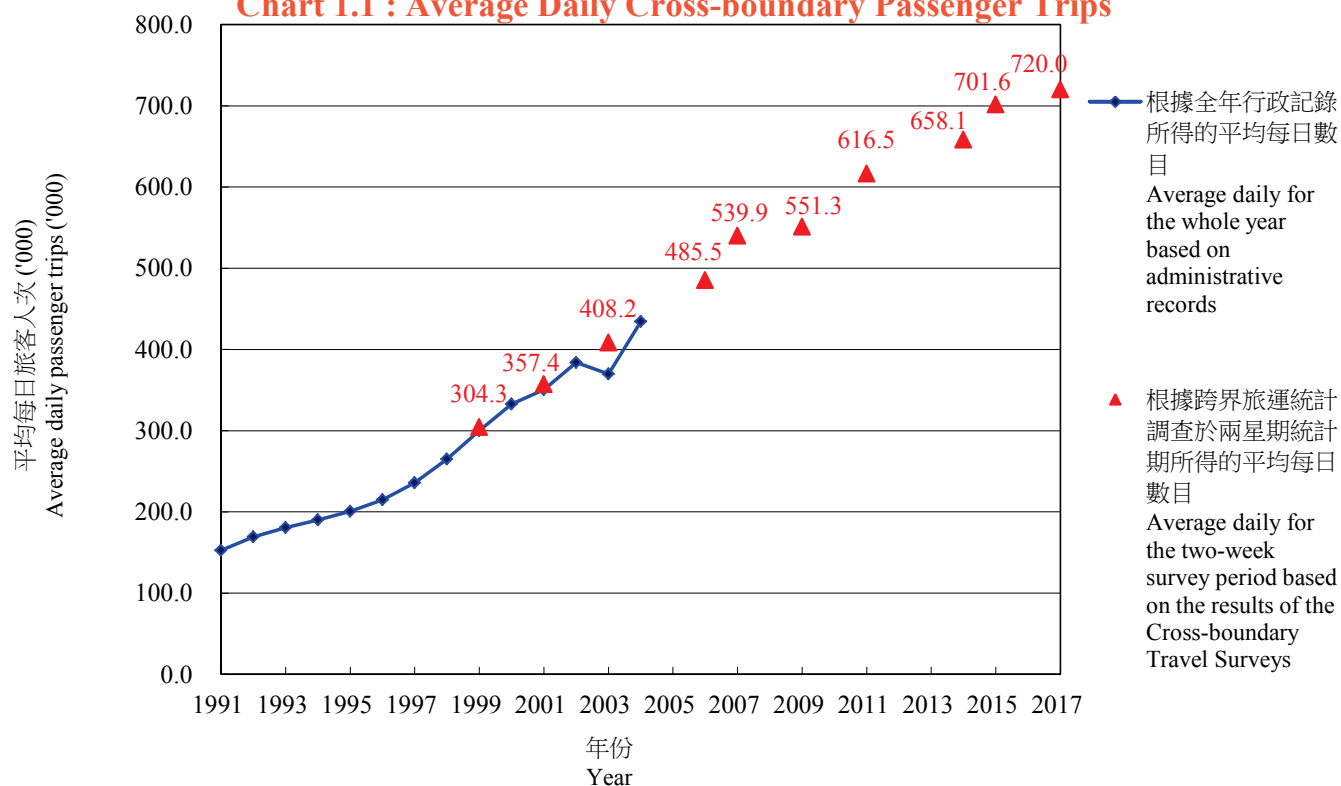
1.1 Background

This report presents the main findings of the Cross-boundary Travel Survey 2017 (namely the 2017 Survey) conducted in November 2017.

The socio-economic ties between Hong Kong, the Mainland and Macao are growing stronger, leading to significant growth in cross-boundary travel over the years. The average daily number of 720 000^{1A} cross-boundary passenger trips^{1B} as recorded in the two-week survey period, was more than 30% higher than that of 539 900 in 2007. (Chart 1.1)

圖 1.1：平均每日跨界旅客人次

Chart 1.1 : Average Daily Cross-boundary Passenger Trips



1A 因入境處停止搜集旅客的行程起點及目的地，於二零零五年起行政記錄不能再提供海空跨界旅客行程的數字。總體的跨界旅客行程的數字亦因此不能編製。

Administrative records on the numbers of air and sea cross-boundary passenger trips are no longer available from 2005 onwards, as the Immigration Department ceased to collect data on the place of destination and embarkation of the travellers. Consequently, the total number of cross-boundary passenger trips cannot be compiled.

1B 自二零一一年統計調查的報告書起，跨界旅客行程的定義由以往只包括往來香港及內地的任何一個單向旅客行程擴大至涵蓋往來香港及澳門的旅客行程。

From the survey report for the 2011 Survey onwards, the definition of a cross-boundary passenger trip has been extended to cover a one-way movement between Hong Kong and Macao in either direction in addition to that between Hong Kong and the Mainland adopted in previous reports.

Introduction

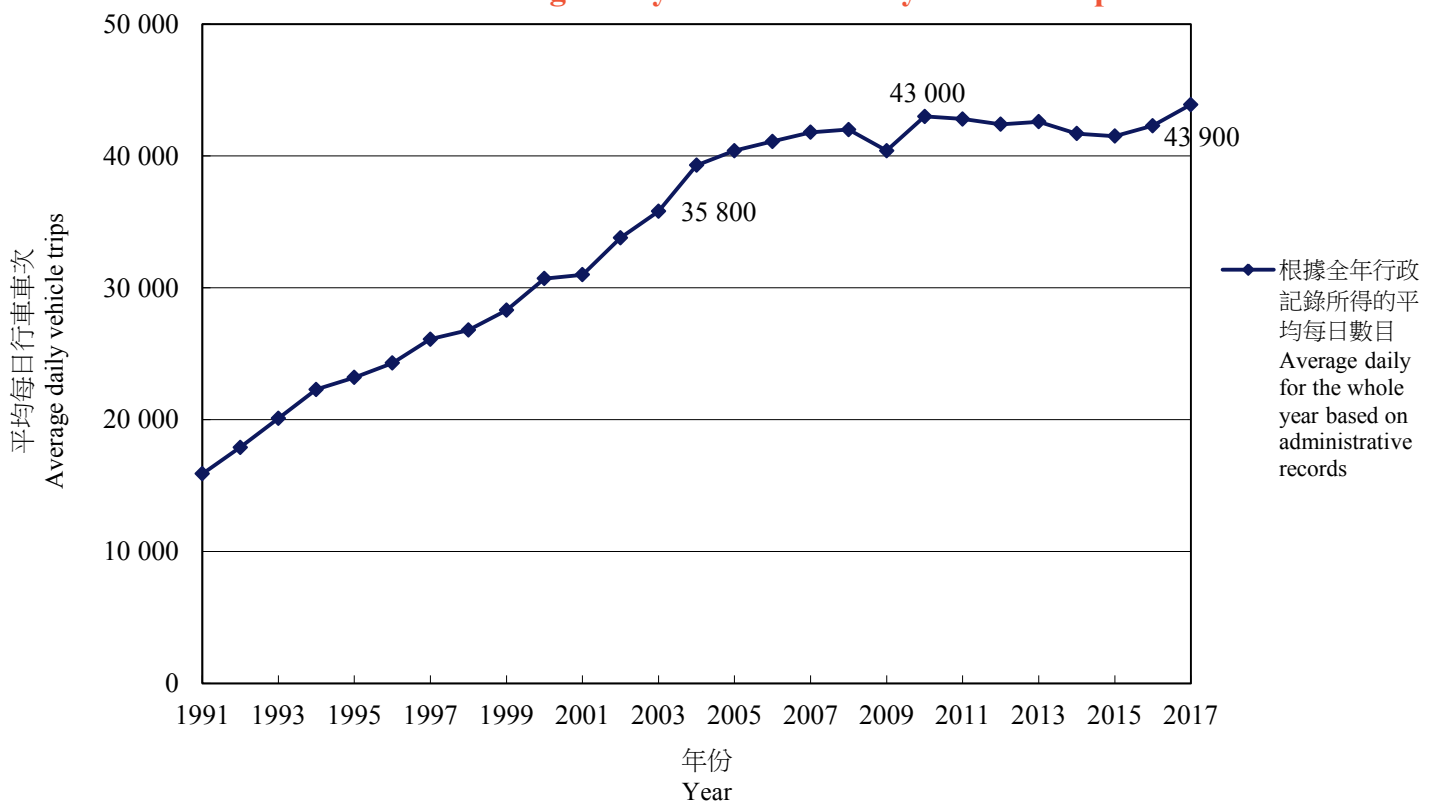
在二零一七年所有跨界旅客行程中，92.6%為往來香港及內地的旅客行程，其餘的 7.4%為往來香港及澳門的旅客行程。前者於二零一七年平均每日有 666 700 人次，較二零一五年上升 2.8%，而後者的相應數字為 53 000 人次及 0.9%的升幅。(表 1.1)

同樣地，根據行政記錄所得，平均每日跨界行車車次由二零零三年的35 800急速上升至二零一零年的43 000，及後上升至二零一七年的43 900。(圖 1.2)

Of all cross-boundary passenger trips in 2017, 92.6% were passenger trips between Hong Kong and the Mainland and the remaining 7.4% were between Hong Kong and Macao. An average daily cross-boundary passenger trips of 666 700 was recorded in 2017 for the former, representing an increase of 2.8% over 2015. The corresponding figures for the latter were 53 300 trips and an increase of 0.9%. (Table 1.1)

Likewise, according to the administrative records, there were rapid increases in the average daily cross-boundary vehicle trips, from 35 800 in 2003 to 43 000 in 2010 and increase to 43 900 in 2017. (Chart 1.2)

圖 1.2 : 平均每日跨界行車車次
Chart 1.2 : Average Daily Cross-boundary Vehicle Trips



充份瞭解跨界旅運的情況，對政府的跨界交通基建發展、社區及與旅遊設施的規劃工作，至為重要。為此，規劃署自一九九九年開展一系列定期的統計調查，以搜集有關跨界旅運及旅客特徵的統計資料。二零一七年統計調查是第十次進行該項統計調查。過往九次分別於一九九九年、二零零一年、二零零三年^{1C}、二零零六年、二零零七年、二零零九年、二零一一年、二零一四年及二零一五年進行。有關「跨界旅運統計調查」的詳細資料，請參閱附錄一。

1.2 影響近期跨界活動的重要事項

在《內地與香港關於建立更緊密經貿關係的安排》下，個人遊計劃自二零零三年七月二十八日起首先在四個廣東省城市(東莞、中山、江門及佛山)推行。透過個人遊計劃，內地居民可以以個人身份到港旅遊，而無需像以往需要以商務身份或參加旅行團到香港旅遊。計劃不斷擴展，現時已在內地49個城市^{1D}實施，並由二零零九年四月開始於深圳實施一年內多次往來香港的旅遊簽注措施(即「一簽多行」個人遊簽注)。由二零一五年四月十三日起，深圳戶籍居民的「一簽多行」個人遊簽注調整為「一周一行」個人遊簽注。

To provide a better understanding of cross-boundary travel activities, which is crucial to government planning work relating to cross-boundary transport infrastructure, community and tourism-related facilities, the Planning Department has been conducting a programme of surveys since 1999 to collect statistical information about the characteristics of cross-boundary trips and trip makers on a regular basis. The 2017 Survey is the tenth of such surveys. The previous nine rounds of the survey were conducted in 1999, 2001, 2003^{1C}, 2006, 2007, 2009, 2011, 2014 and 2015. Please refer to Appendix 1 for more details about the Cross-boundary Travel Survey.

1.2 Major Events Affecting Recent Cross-boundary Travel

The Individual Visit Scheme was first introduced in four Guangdong cities (Dongguan, Zhongshan, Jiangmen and Foshan) on 28 July 2003 under the Mainland and Hong Kong Closer Economic Partnership Arrangement (CEPA). The Scheme allows residents of these cities to travel to Hong Kong individually. Prior to the Scheme, Mainland Residents had to travel to Hong Kong on business visas or group tours. The Scheme has been expanding, which is now implemented in 49 Mainland cities^{1D}. From April 2009 onwards, a measure of “one-year multiple-entry” Individual Visit Endorsements to Hong Kong is implemented in Shenzhen. With effect from 13 April 2015, the “one-year multiple-entry” Individual Visit Endorsements for permanent residents of Shenzhen were superseded by the “one trip per week” Individual Visit Endorsements.

1C 二零零三年的調查包括一項於二零零四年進行，有關車輛行程的補充調查。

The 2003 Survey included a supplementary survey on vehicle trips in 2004.

1D 包括全廣東省 21 個城市、北京、上海、天津、重慶、南京、蘇州、無錫、杭州、寧波、台州、福州(市直轄區)、廈門、泉州、成都、濟南、大連、瀋陽、南昌、長沙、南寧、海口、貴陽、昆明、石家莊、鄭州、長春、合肥及武漢。

Including 21 cities in Guangdong Province, Beijing, Shanghai, Tianjin, Chongqing, Nanjing, Suzhou, Wuxi, Hangzhou, Ningbo, Taizhou, Fuzhou (municipal district), Xiamen, Quanzhou, Chengdu, Jinan, Dalian, Shenyang, Nanchang, Changsha, Nanning, Haikou, Guiyang, Kunming, Shijiazhuang, Zhengzhou, Changchun, Hefei and Wuhan.

Introduction

在個人遊計劃之下，於涵蓋城市持有常住戶口的內地居民，均可向內地有關當局申請個人遊簽注。簽注有效期三個月或一年，有效次數為一次、兩次或多次^{1E}。持證者每次來港時的逗留時間不可超過七天。符合資格的申請者可在現有的出境簽注到期或用畢時，申請新的出境簽注。發出簽注的數目並沒有限額。

《內地與香港關於建立更緊密經貿關係的安排》在過去數年間不斷擴大範圍，這加強了兩地的經濟合作，並刺激增加跨界旅客人數及車輛流量。

同期間，還有其他對跨界活動有影響的新發展。下面的列表概括這些新發展。

Under the Individual Visit Scheme, Mainland Residents in cities covered by the Scheme with permanent household registration are eligible to apply for the Individual Visit Endorsements from the relevant Mainland authorities. The endorsements are valid for three months or one year and good for one, two or multiple visits^{1E} to Hong Kong. The endorsement holders can stay in Hong Kong for not more than seven days each visit. Eligible applicants may apply for a new endorsement once the current one has expired or has been used up. There is no quota on the number of endorsements to be issued.

The scope of the CEPA has continued to expand in the past few years. This has further strengthened economic interaction between the two places and has also stimulated additional flows of people and vehicles across the boundary.

At the same time, there were other new developments which had impacts on cross-boundary activities. They are summarised in the table below.

於二零零四至二零一七年間影響跨界活動的重要事項

Major Events Affecting Cross-boundary Travel Activities in 2004-2017

二零零四年
2004

《內地與香港關於建立更緊密經貿關係的安排》(CEPA)首階段於一月一日起實施。
The first phase of the CEPA came into effect on 1 January.

粵港兩地小型汽車及摩托車駕駛證免試換領安排於一月一日起實施。

The direct issue of Mainland driving licences for small vehicles and motorcycles came into effect from 1 January.

擴展個人遊計劃：

Extensions of the Individual Visit Scheme:

- 一月一日起：汕頭、梅州、肇慶、清遠、潮州和雲浮
Shantou, Meizhou, Zhaoqing, Qingyuan, Chaozhou and Yunfu from 1 January onwards
- 五月一日起：韶關、河源、汕尾、陽江、湛江、茂名和揭陽
Shaoguan, Heyuan, Shanwei, Yangjiang, Zhanjiang, Maoming and Jieyang from 1 May onwards
- 七月一日起：杭州、寧波、台州、南京、蘇州、無錫、福州、廈門和泉州
Hangzhou, Ningbo, Taizhou, Nanjing, Suzhou, Wuxi, Fuzhou, Xiamen and Quanzhou from 1 July onwards

由十二月十六日起，陸續在多個管制站推出自助出入境檢查系統(e-道)。

Automatic passenger clearance systems (e-Channels) were introduced at various control points from 16 December onwards.

^{1E} 一年內多次往返香港的旅遊簽注只適用於深圳戶籍居民。由二零一五年四月十三日起，「一簽多行」個人遊簽注調整為「一周一行」個人遊簽注。
“One-year multiple-entry” Individual Visit Endorsements to Hong Kong are only applicable to Shenzhen permanent residents. With effect from 13 April 2015, the “one-year multiple-entry” Individual Visit Endorsements were superseded by the “one trip per week” Individual Visit Endorsements.

二零零四年(續) 深圳地鐵於十二月二十八日通車。
2004 (Cont'd) Shenzhen Metro came into operation on 28 December.

二零零五年 2005 CEPA 第二階段於一月一日起實施。
The second phase of the CEPA (CEPA II) came into effect on 1 January.

擴展個人遊計劃：

Extensions of the Individual Visit Scheme:

- 三月一日起：天津和重慶
Tianjin and Chongqing from 1 March onwards
- 十一月一日起：成都、大連、瀋陽和濟南
Chengdu, Dalian, Shenyang and Jinan from 1 November onwards

由四月二十一日起，陸續在多個管制站推出車輛司機自助出入境檢查系統(車輛 e-道)。

Automatic vehicle clearance systems (vehicular e-Channels) were introduced at various control points from 21 April onwards.

二零零六年 2006 CEPA 第三階段於一月一日起實施。
The third phase of the CEPA (CEPA III) came into effect on 1 January.

擴展個人遊計劃：

Extensions of the Individual Visit Scheme:

- 五月一日起：南昌、長沙、南寧、海口、貴陽和昆明
Nanchang, Changsha, Nanning, Haikou, Guiyang and Kunming from 1 May onwards

由九月十二日起，e-道的適用範圍擴大至若干類別持有智能身份證的香港非永久性居民。

The e-Channel service was extended to certain categories of non-permanent residents holding smart identity cards from 12 September onwards.

屯門客運碼頭於十一月三日啟用，提供往來屯門及珠海的渡輪服務。

The Tuen Mun Ferry Terminal commenced operation on 3 November, providing ferry services between Tuen Mun and Zhuhai.

二零零七年 2007 擴展個人遊計劃：
Extensions of the Individual Visit Scheme:
■ 一月一日起：石家莊、鄭州、長春、合肥和武漢
Shijiazhuang, Zhengzhou, Changchun, Hefei and Wuhan from 1 January onwards

往來屯門客運碼頭及蛇口的新航線於六月十五日投入服務。

A new route between the Tuen Mun Ferry Terminal and Shekou came into service on 15 June.

深圳灣管制站於七月一日正式開放啟用。

The Shenzhen Bay Control Point opened for public use on 1 July.

粵港政府達成協議，在深圳灣管制站通車後設一個為期三個月的試用期，其間持有有效現有管制站「封閉道路通行許可證」的跨界私家車可使用深圳灣管制站過境。及後期限延長數次至二零一四年三月三十一日。

Hong Kong reached agreement with the Guangdong authorities to allow a three-month trial period after the commissioning of the Shenzhen Bay Control Point, during which cross-boundary private cars issued with valid closed road permits for existing crossings could use the Shenzhen Bay Control Point. The trial period was later further extended several times to 31 March 2014.

Introduction

二零零七年(續)
2007 (Cont'd)

粵港政府達成共識，由八月十三日起，跨界貨運公司貨車可自由使用深圳灣管制站，而不需事先向廣東省有關部門辦理增加深圳灣管制站的批註。

Hong Kong reached agreement with the Guangdong authorities to allow goods vehicles of cross boundary freight companies to use the Shenzhen Bay Control Point with effect from 13 August without applying for additional crossing endorsement from the Guangdong authorities in advance.

落馬洲支線管制站於八月十五日正式開放啟用。

The Lok Ma Chau Spur Line Control Point opened for public use on 15 August.

往來屯門客運碼頭及珠海的航線於十月十一日暫停服務。

The route between the Tuen Mun Ferry Terminal and Zhuhai ceased operations on 11 October.

羅湖管制站由十二月十八日起增設跨境學童 e-道。

Cross-boundary student e-Channels were introduced at the Lo Wu Control Point from 18 December onwards.

二零零八年
2008

CEPA 補充協議四的開放措施於一月一日生效。

Liberalisation measures under the Supplement IV to the CEPA (CEPA IV) came into effect on 1 January.

由三月三日起，陸續在陸路管制站推行跨境學童免下車過關檢查。

On-board clearance for cross-boundary students was introduced at road-based control points from 3 March onwards.

由十月二十七日起，中國客運碼頭每日的營運時間延長兩小時至午夜。

The daily operating hours of the Hong Kong-China Ferry Terminal were extended by two hours to midnight from 27 October onwards.

二零零九年
2009

CEPA 補充協議五的開放措施於一月一日生效。

Liberalisation measures under the Supplement V to the CEPA (CEPA V) came into effect on 1 January.

由三月三日起，羅湖管制站推出快捷 e-道試驗計劃。

A pilot scheme for the Express e-Channels at the Lo Wu Control Point was commenced on 3 March.

擴展個人遊計劃：

Extensions of the Individual Visit Scheme:

- 四月一日起：深圳戶籍居民可以辦理一年內多次往來香港的個人遊簽注
Shenzhen permanent residents could apply for “one-year multiple-entry” Individual Visit Endorsements to Hong Kong from 1 April onwards
- 十二月十五日起：合資格的常住深圳的非廣東戶籍居民可於深圳辦理赴香港個人遊簽注
Eligible non-Guangdong residents ordinarily residing in Shenzhen could apply for the Individual Visit Endorsements in Shenzhen from 15 December onwards

由七月一日起，沙頭角管制站每日的通關時間延長兩小時至晚上十時。

The daily operating hours of the Sha Tau Kok Control Point were extended by two hours to 10pm from 1 July onwards.

CEPA 補充協議六的開放措施於十月一日生效。

Liberalisation measures under the Supplement VI to the CEPA (CEPA VI) came into effect on 1 October.

由十二月十日起，已成功登記 e-道服務的澳門永久性居民，可於中國客運碼頭及港澳客運碼頭管制站使用自助過關服務。

Macao permanent residents who had successfully enrolled for the e-Channel service were eligible to perform self-service immigration clearance at the Hong Kong-China Ferry Terminal and Hong Kong-Macao Ferry Terminal Control Points from 10 December onwards.

由十二月二十五日起，內地居民持附有一年多次赴香港探親簽注的往來港澳通行證，可於簽注的有效期內多次來港探親。

Holders of an Exit-entry Permit for Travelling to and from Hong Kong and Macao bearing the multiple-journey “Tanqin” exit endorsement could make multiple visits to Hong Kong within the validity of the endorsement from 25 December onwards.

二零一零年
2010

文錦渡管制站的旅客出入境檢查服務於二月二十二日起至二零一三年八月二十五日期間暫停，而貨車及跨界學生的出入境檢查服務則不受影響。由三月二十七日起，亦同時提供通關服務予乘坐指定班次的跨界巴士的過境人士。
Clearance services for passengers at the Man Kam To Control Point were suspended from 22 February to 25 August 2013, except the clearance services for goods vehicles and cross-boundary students. Clearance services were also provided to passengers using limited cross-boundary bus service from 27 March onwards.

「道路貨物資料系統」於五月十七日推出。

The Road Cargo System (ROCARS) was launched on 17 May.

擴展個人遊計劃：

Extensions of the Individual Visit Scheme:

- 十二月十五日起：擴大常住深圳非廣東戶籍居民在深圳辦理赴港個人遊簽注的適用範圍

The scope for non-Guangdong residents ordinarily residing in Shenzhen to apply for the Individual Visit Endorsements was expanded from 15 December onwards

往來屯門客運碼頭及蛇口的航線由十二月十六日起停止服務。

The route between the Tuen Mun Ferry Terminal and Shekou ceased operation on 16 December.

二零一一年
2011

CEPA 補充協議七的開放措施於一月一日生效。

Liberalisation measures under the Supplement VII to the CEPA (CEPA VII) came into effect on 1 January.

往來屯門客運碼頭及澳門的新航線於四月十五日投入服務。

A new route between the Tuen Mun Ferry Terminal and Macao came into operation on 15 April.

由七月六日起，已成功登記 e-道服務的澳門永久性居民，可於屯門客運碼頭管制站使用自助過關服務。

Macao permanent residents who had successfully enrolled for the e-Channel service were eligible to perform self-service immigration clearance at the Tuen Mun Ferry Terminal Control Point from 7 July onwards.

「道路貨物資料系統」於十一月十七日起全面強制使用。

The use of ROCARS became mandatory on 17 November.

二零一二年
2012

由一月三日起，陸續在多個管制站擴展 e-道服務至經常訪港內地旅客及澳門永久性居民。

The e-Channel service was extended to Mainland frequent visitors and Macao permanent residents at various control points from 3 January onwards.

第一階段的「過境私家車一次性特別配額」於三月三十日開始接受申請。

Phase one of the Ad Hoc Quota Trial Scheme for Cross Boundary Private Cars started on 30 March.

CEPA 補充協議八的開放措施於四月一日生效。

Liberalisation measures under the Supplement VIII to the CEPA (CEPA VIII) came into effect on 1 April.

往來屯門客運碼頭及澳門的航線於七月一日起停止服務。

The route between the Tuen Mun Ferry Terminal and Macao ceased operation on 1 July.

擴展個人遊計劃：

Extensions of the Individual Visit Scheme:

- 九月一日起：常住北京、天津、上海、重慶、廣州及深圳的非戶籍就業居民及大專就學學生可在其居住地辦理赴港個人遊簽注

Workers and tertiary students who are non-permanent residents of Beijing, Tianjin, Shanghai, Chongqing, Guangzhou and Shenzhen but ordinarily resided in any of the six cities could apply for the Individual Visit Endorsements in their place of residence from 1 September onwards

由二零一二至一三學年起，陸續在多個管制站推出跨境學童簡易過關程序。

Simplified clearance procedures for cross-boundary students were implemented at various control points from school year 2012/13 onwards.

Introduction

二零一三年
2013

CEPA 補充協議九的開放措施於一月一日生效。
Liberalisation measures under the Supplement IX to the CEPA (CEPA IX) came into effect on 1 January.

由三月十九日起，訪港旅客會獲發入境標籤，以取代在其旅行證件上蓋章的安排。
Arriving visitors were issued with landing slips instead of stamping on their travel documents from 19 March onwards.

啟德郵輪碼頭的首個泊位於六月十二日啟用。
The first berth of the Kai Tak Cruise Terminal was commissioned on 12 June.

文錦渡管制站的旅客出入境檢查服務於八月二十六日全面恢復正常。
Clearance services for passengers at the Man Kam To Control Point were resumed on 26 August.

由十二月十九日起，香港非永久性居民抵港時會獲發入境標籤，以取代在其旅行證件上蓋章的安排。
Hong Kong non-Permanent residents arriving Hong Kong were issued with landing slips instead of stamping on their travel documents from 19 March onwards.

二零一四年
2014

CEPA 補充協議十的開放措施於一月一日生效。
Liberalisation measures under the Supplement X to the CEPA (CEPA X) came into effect on 1 January.

二零一五年
2015

在 CEPA 框架下的《關於內地在廣東與香港基本實現服務貿易自由化的協議》在三月一日實施。
“The Agreement between the Mainland and Hong Kong on Achieving Basic Liberalisation of Trade in Services in Guangdong” under the framework of the CEPA was implemented on 1 March.

調整個人遊計劃：

Revisions of the Individual Visit Scheme:

- 四月十三日起：深圳戶籍居民的「一簽多行」個人遊簽注調整為「一周一行」個人遊簽注，已發出的「一簽多行」個人遊簽注並不受新措施影響
The “one-year multiple-entry” Individual Visit Endorsements for permanent residents of Shenzhen were superseded by the “one trip per week” Individual Visit Endorsements. The “one-year multiple-entry” Individual Visit Endorsements which had already been issued were not be affected by the new measure from 13 April onwards

二零一六年
2016

往來屯門客運碼頭及澳門的航線於一月二十八日復航。
The route between the Tuen Mun Ferry Terminal and Macao resumed services on 28 January.

在 CEPA 框架下的《服務貿易協議》在六月一日實施。
“The Agreement on Trade in Services” under the framework of the CEPA was implemented on 1 June.

往來屯門客運碼頭及珠海的航線於九月十五日復航。
The route between the Tuen Mun Ferry Terminal and Zhuhai resumed services on 15 September.

由十二月十二日起，已成功登記 e-道服務的澳門非永久性居民，可於各管制站使用自助過關服務。
Macao non-permanent residents who had successfully enrolled for the e-Channel service were eligible to perform self-service immigration clearance at all control points from 12 December onwards.

二零一七年
2017

由十月十日起，陸續在多個管制站推出訪港旅客自助離境服務(「離境易」)及在入境檢查櫃檯為訪港旅客拍照。
Self-service departure for visitors to Hong Kong (Smart Departure) and photo taking of arriving visitors at clearance counters were implemented at various control points from 10 October onwards.

1.3 特別註釋

二零零九年的統計調查結果已因應編製統計調查結果方法的改進而作出修訂。因此，於《北往南來 2009》所載列的二零零九年數字未必能與本報告內的數字作嚴格的比較。

本報告列出二零零九年、二零一一年、二零一三至一四年、二零一五年及二零一七年的統計調查結果。規劃署的網站內亦提供載列整個系列統計調查結果的統計表。

除特別註明外，本報告所列出的按年數字皆指在兩星期統計調查期間的數字，而非全年的數字。故此這些數字與根據政府部門行政記錄所編製的全年數字有所不同。相對於二零一三至一四年（二零一四年二月二十四日至三月九日）的統計調查結果，其他年份的統計調查結果所顯示的表面上變化需小心詮釋。

在闡釋有關跨界旅客及車輛的行程數目時，須注意同一旅客/車輛的來回行程中的出發行程及回程會被計算為分別兩次行程。

如無特別註明年份，本報告所列出的數字皆指二零一七年統計調查的結果。

除跨界學生的數字被四捨五入為十位數外，所有數字都被捨入為百位數。

由於四捨五入的關係，統計表內的數字加起來可能與總數略有出入。

百分比是根據原本數字計算而來。

代表數字少於 50 或百分率少於 0.05%。

N.A. 代表不適用

1.3 Special Notes

The results of the 2009 Survey have been revised following some enhancements in the compilation method of the survey findings. Hence, the 2009 figures presented in *Northbound Southbound 2009* may not be strictly comparable with those presented in this report.

This report presented the findings of the 2009, 2011, 2013/14, 2015 and 2017 Surveys. Statistical tables containing the full series of the survey results are available on the website of the Planning Department.

Unless otherwise specified, all figures presented in this report for a particular year refer to the two-week survey period but not to the whole year. Hence they are different from those annual figures compiled based on the administrative records of government departments. Caution should be exercised in interpreting the apparent changes as implied by the results of the 2013/14 (24 February to 9 March 2014) and Surveys in other years.

When interpreting the number of cross-boundary passenger and vehicle trips, it should be noted that the arrival to Hong Kong and departure from Hong Kong of a round trip made by the same person/vehicle are counted as two separate trips.

If no reference year is specified, the figures presented in this report refer to those of the 2017 Survey.

All figures are rounded to the nearest hundred, except for the cross-boundary students, where figures are rounded to the nearest ten.

Figures in the tables may not add up to totals due to rounding.

Percentages are compiled on the basis of unrounded figures.

Represents number less than 50 or percentage less than 0.05%.

N.A. Represents not applicable.

2

統計數字摘要

Summary Statistics



	2015 統計調查 Survey	2017 統計調查 Survey
跨界旅客行程 Cross-boundary Passenger Trips		
平均每日跨界旅客人次 Average daily cross-boundary passenger trips	701 600	720 000
往來香港及內地的平均每日旅客人次 Average daily passenger trips between Hong Kong and the Mainland	648 800	666 700
往來香港及澳門的平均每日旅客人次 Average daily passenger trips between Hong Kong and Macao	52 800	53 300
往來香港及內地的旅客行程 Passenger Trips between Hong Kong and the Mainland		
按旅客類型劃分往來香港及內地旅客行程的百分比 Percentage of passenger trips between Hong Kong and the Mainland by passenger type		
居於香港人士 People Living in Hong Kong	52.2%	48.0%
居於內地的香港居民 Hong Kong Residents Living in the Mainland	15.5%	17.5%
來自內地的旅客 Visitors from the Mainland	30.2%	32.5%
居於其他地方人士 People Living in Other Places	2.0%	2.0%
居於香港人士往來香港及內地的平均每日旅客人次 Average daily passenger trips between Hong Kong and the Mainland made by People Living in Hong Kong	338 900	319 800
消閒行程佔居於香港人士往來香港及內地旅客行程的百分比 Percentage of passenger trips between Hong Kong and the Mainland made by People Living in Hong Kong for leisure	40.6%	45.7%
行程在內地的起訖點為深圳佔居於香港人士往來香港及內地旅客行程的百分比 Percentage of passenger trips between Hong Kong and the Mainland made by People Living in Hong Kong with Shenzhen as the trip end in the Mainland	68.9%	68.4%
來自內地的旅客往來香港及內地的平均每日旅客人次 Average daily passenger trips between Hong Kong and the Mainland made by Visitors from the Mainland	196 200	216 600
消閒行程佔來自內地的旅客往來香港及內地旅客行程的百分比 Percentage of passenger trips between Hong Kong and the Mainland made by Visitors from the Mainland for leisure	64.8%	67.4%

Summary Statistics

	2015 統計調查 Survey	2017 統計調查 Survey
按簽注類型劃分的來自內地的旅客往來香港及內地旅客行程的百分比 Percentage of passenger trips between Hong Kong and the Mainland made by Visitors from the Mainland by endorsement type		
一般個人遊簽注 General Individual Visit Endorsement	36.0%	40.1%
「一簽多行」個人遊簽注 “One-year multiple-entry” Individual Visit Endorsement	12.3%	N.A.
「一周一行」個人遊簽注 “One trip per week” Individual Visit Endorsement	16.2%	22.6%
非個人遊簽注 Non-Individual Visit Endorsement	35.5%	37.3%
經常往來香港及內地的跨界旅客數目 Number of frequent trip makers between Hong Kong and the Mainland	875 900	721 400
往來香港及澳門的旅客行程 Passenger Trips between Hong Kong and Macao		
居於香港人士往來香港及澳門的平均每日旅客人次 Average daily passenger trips between Hong Kong and Macao made by People Living in Hong Kong	31 500	27 000
消閒行程佔居於香港人士往來香港及澳門的旅客行程的百分比 Percentage of passenger trips between Hong Kong and Macao made by People Living in Hong Kong for leisure	62.6%	59.6%
車輛行程 Vehicle Trips		
往來香港及內地的平均每日行車車次 Average daily vehicle trips between Hong Kong and the Mainland	43 200	46 100
按車輛類型劃分往來香港及內地的平均每日行車車次 Average daily vehicle trips between Hong Kong and the Mainland by vehicle type		
貨櫃車 Container truck	7 900	10 000
貨車(貨櫃車除外) Goods vehicle (other than container truck)	12 400	11 200
中、重型貨車 <i>Heavy and medium goods vehicle</i>	10 000	9 800
輕型貨車 <i>Light goods vehicle</i>	2 100	1 000
小型貨車 <i>Goods van</i>	300	400
私家車 Private car	18 900	20 900
過境巴士 Coach	3 300	3 200
穿梭巴士 Shuttle bus	600	800

3

往來香港及內地的旅客行程 Passenger Trips between Hong Kong and the Mainland



Passenger Trips between Hong Kong and the Mainland

3A. 一般特徵

3A.1 概覽

在進行統計調查的兩個星期內，經十一個管制站往來香港及內地的旅客行程平均每日共666 700人次，這與二零一五年錄得的平均每日648 800人次比較，增幅為2.8%。離港行程以星期六為高峰期，平均每日達428 500人次。另一方面，來港行程則以星期日為高峰期，平均每日達424 300人次。(表 3A.1a)

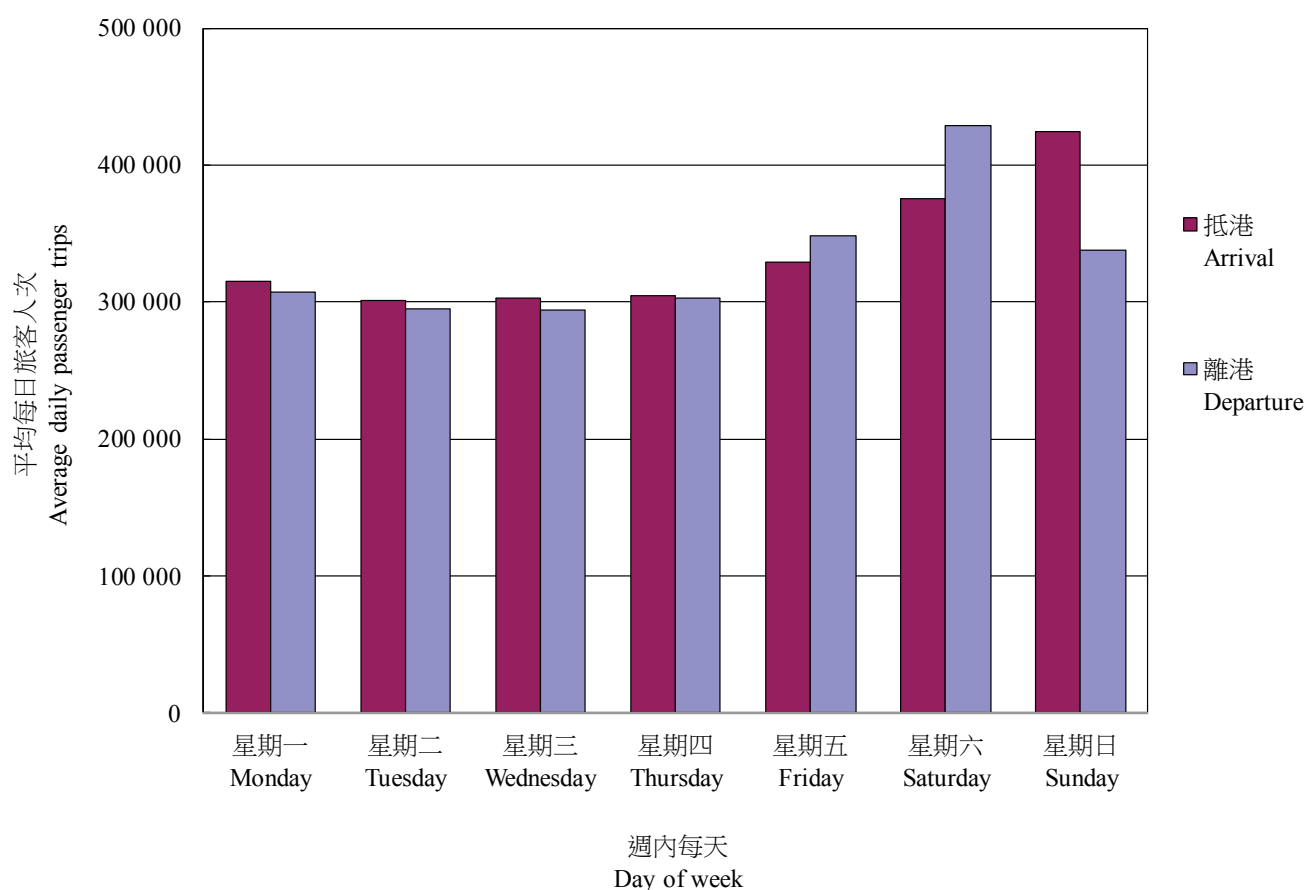
3A. General Characteristics

3A.1 Overview

During the two-week survey period, there were an average daily of 666 700 passenger trips between Hong Kong and the Mainland made through the 11 control points in both directions, which was an increase of 2.8% as compared with the average daily of 648 800 trips recorded in 2015. For departure trips, the daily peak was found on Saturdays, with an average daily of about 428 500 trips. On the other hand, arrival trips peaked on Sundays, with an average daily of about 424 300 trips. (Table 3A.1a)

圖 3A.1：按週內每天及方向劃分的往來香港及內地的平均每日旅客人次，二零一七年統計調查

Chart 3A.1 : Average Daily Passenger Trips between Hong Kong and the Mainland by Day of Week and Direction, 2017 Survey



交通工具類型

邊界列車仍然是旅客行程中最常見的跨界交通工具，平均每日有318 400人次，佔全部往來香港及內地旅客行程數目的47.8%。(表 3A.1b)

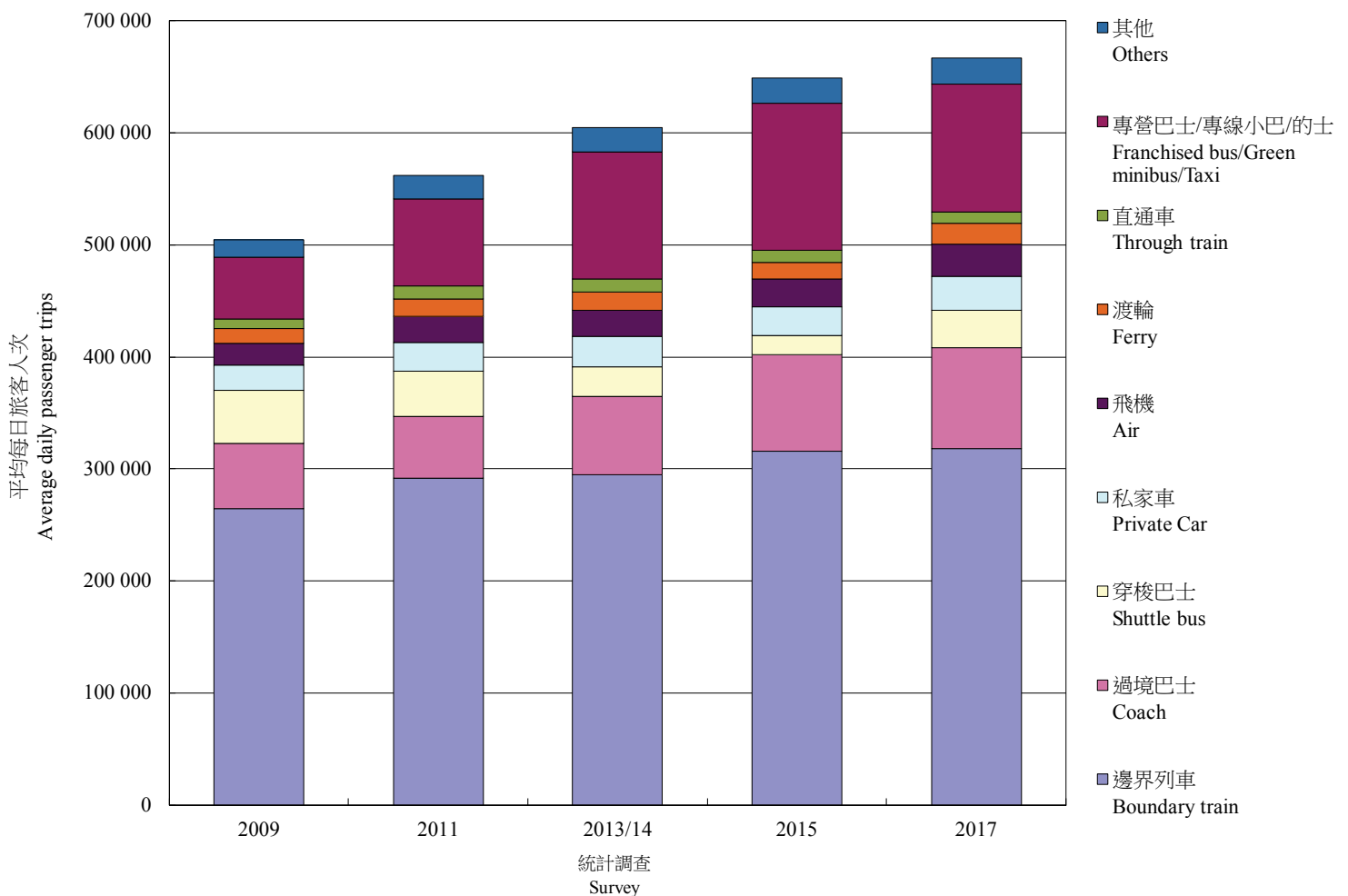
與二零一五年比較，私家車及渡輪的旅客行程數目分別上升 21.5%及 20.4%。另一方面，選用專營巴士/專線小巴/的士的旅客量錄得下跌，跌幅為 13.3%。(表 3A.1b)

Transport Mode

Boundary train, with an average daily of 318 400 trips, remained the most popular mode of transport and accounted for 47.8% of all passenger trips between Hong Kong and the Mainland. (Table 3A.1b)

Compared with 2015, the numbers of trips by private car and ferry increased by 21.5% and 20.4% respectively. On the other hand, the number of passenger trips using franchised bus/green minibus/taxi decreased by 13.3%. (Table 3A.1b)

圖 3A.2：按交通工具類型劃分的往來香港及內地的平均每日旅客人次
Chart 3A.2 : Average Daily Passenger Trips between Hong Kong and the Mainland by Transport Mode



Passenger Trips between Hong Kong and the Mainland

所用管制站

34.4%往來香港及內地的旅客行程是使用羅湖管制站，其平均每日行程數目由二零一五年的平均每日222 200人次上升至二零一七年的229 400人次，升幅為3.2%。另一方面，使用落馬洲支線管制站的旅客行程數目由二零一五年的平均每日180 600人次下跌13.1%至二零一七年的156 900人次。(表 3A.1c)

陸路管制站方面，深圳灣管制站的使用數字由二零一五年的平均每日103 400人次上升13.8%至二零一七年的117 700人次。同期間，使用落馬洲管制站的平均每日行程則由二零一五年的72 600人次上升14.7%至二零一七年的83 200人次。(表 3A.1c)

二零一七年使用中國客運碼頭的平均每日行程數目與二零一五年的相近，而使用港澳客運碼頭的平均每日行程數目則大幅上升53.2%至二零一七年的8 400人次。使用香港國際機場的平均每日行程數目亦較二零一五年上升16.7%至28 600人次。(表 3A.1c)

選擇某管制站的原因

旅客在選擇使用非空路管制站時，有60.8%的行程(平均每日388 100人次)主要考慮是否鄰近行程起訖點。是否鄰近接駁其他交通工具的樞紐是第二多的考慮因素，佔整體人次的12.0%，特別是羅湖管制站。(表 3A.1d)

Control Point Used

34.4% of the passenger trips between Hong Kong and the Mainland used the Lo Wu Control Point. The average daily number of trips using the Lo Wu Control Point increased from 222 200 in 2015 to 229 400 in 2017, representing an increase of 3.2%. On the other hand, the number of trips using the Lok Ma Chau Spur Line Control Point decreased by 13.1% from an average daily of 180 600 in 2015 to 156 900 in 2017. (Table 3A.1c)

Regarding the road-based control points, the number of trips using the Shenzhen Bay Control Point increased by 13.8% from an average daily of 103 400 in 2015 to 117 700 in 2017. At the same time, the average daily of trips using the Lok Ma Chau Control Point increased by 14.7% from 72 600 in 2015 to 83 200 in 2017. (Table 3A.1c)

The average daily number of trips using the Hong Kong-China Ferry Terminal in 2017 was similar to that of 2015. However, the average daily number of trips using the Hong Kong-Macau Ferry Terminal increased by 53.2% to 8 400 in 2017. The average daily number of trips using the Hong Kong International Airport also increased by 16.7% as compared with 2015 to 28 600. (Table 3A.1c)

Reason for the Choice of a Particular Control Point

For 60.8% of the passenger trips (an average daily of 388 100 trips), proximity to the trip ends was the main reason for the choice of non-air control points. Proximity to the hubs for connecting transport was the second prominent reason, which accounted for 12.0% of all trips, specifically for the Lo Wu Control Point. (Table 3A.1d)

旅客類型

在分析時，我們可按常居地將往來香港及內地的旅客區分為下列四個類別：

- (a) **居於香港人士** - 在訪問時報稱香港為常居地的人士；
- (b) **居於內地的香港居民^{3A}** - 在訪問時報稱內地為常居地，但具有香港永久性或非永久性居民身份的人士；
- (c) **來自內地的旅客** - 除香港居民外，在內地經常居住的人士。此類人士主要為內地居民，但亦包括少數現時在內地居住而來自內地及香港以外的人士；及
- (d) **居於其他地方人士** - 經常在內地及香港以外居住的人士。當中包括少數在這些地方居住的香港或內地居民。

往來香港及內地的旅客行程中以**居於香港人士**為主，其所佔的比例由二零一五年的52.2%下跌至二零一七年的48.0%。這些行程的實際數目亦由二零一五年的平均每日338 900人次下跌5.6%至二零一七年的319 800人次。(表 3A.1e)

Passenger Type

For analytical purposes, passengers between Hong Kong and the Mainland are distinguished into four different groups based on their usual places of residence, namely:

- (a) **People Living in Hong Kong** - people who reported “Hong Kong” as their usual place of residence during the enumeration;
- (b) **Hong Kong Residents^{3A} Living in the Mainland** - Hong Kong Permanent and Non-Permanent Residents who reported “the Mainland” as their usual place of residence during the enumeration;
- (c) **Visitors from the Mainland** - people who were usually living in the Mainland, except those who were Hong Kong Residents. This group comprised mainly Mainland Residents but also included a small number of people whose places of origin were outside the Mainland and Hong Kong but who were usually living in the Mainland; and
- (d) **People Living in Other Places** - people who were usually living in places outside the Mainland and Hong Kong. A small number of Hong Kong Residents as well as Mainland Residents usually living in such places are included.

Trips made by **People Living in Hong Kong** made up the largest proportion of passenger trips between Hong Kong and the Mainland with their share decreased from 52.2% in 2015 to 48.0% in 2017. In absolute terms, the average daily number of trips they made also dropped by 5.6% from 338 900 in 2015 to 319 800 in 2017. (Table 3A.1e)

^{3A} 在本報告書提及的「香港居民」，均指具有香港永久性或非永久性居民身份的人士，而不論他們現時的常居地。
The term “Hong Kong Residents” used throughout this report refers to persons who have the status of Hong Kong Permanent Residents or Hong Kong Non-Permanent Residents, regardless of their current usual place of residence.

Passenger Trips between Hong Kong and the Mainland

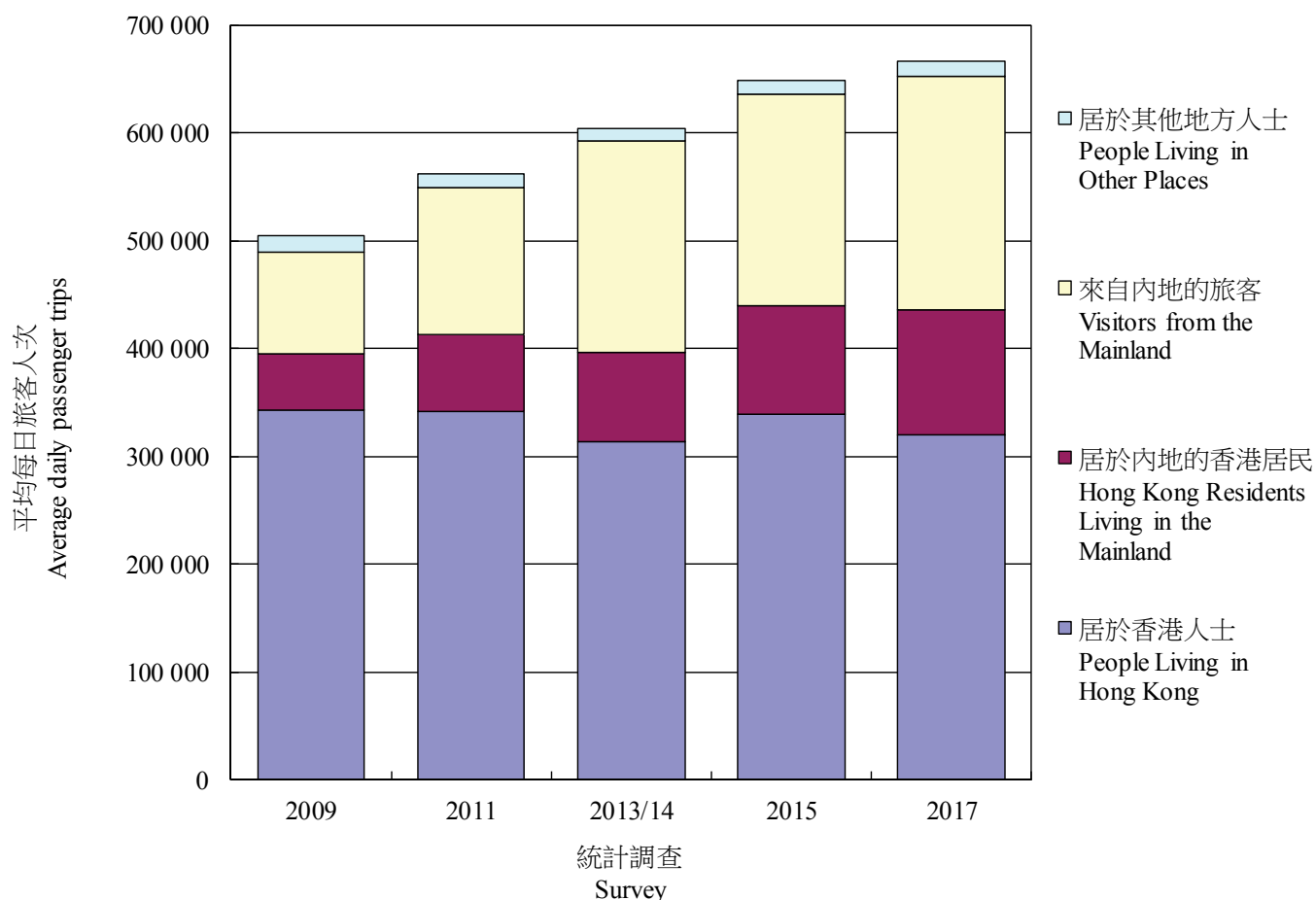
居於內地的香港居民的行程比例由二零一五年的15.5%上升至二零一七年的17.5%，實際數目亦由二零一五年的平均每日100 800人次上升至二零一七年的116 600人次。(表 3A.1e)

來自內地的旅客的行程數目由二零零七年平均每日76 800人次增加至二零一七年的216 600人次。這類人士的行程所佔的比例亦由二零零七年的15.6%增加至二零一七年的32.5%。(表 3A.1e)

The share of trips made by *Hong Kong Residents Living in the Mainland* increased from 15.5% in 2015 to 17.5% in 2017, and in absolute terms they increased from an average daily of 100 800 in 2015 to 116 600 in 2017. (Table 3A.1e)

The number of trips made by *Visitors from the Mainland* increased from an average daily of 76 800 in 2007 to 216 600 in 2017. Their share also rose from 15.6% in 2007 to 32.5% in 2017. (Table 3A.1e)

圖 3A.3 : 按旅客類型劃分的往來香港及內地的平均每日旅客人次
Chart 3A.3 : Average Daily Passenger Trips between Hong Kong and the Mainland by Passenger Type



旅客的年齡及性別分布

於二零一七年，55.6%的旅客行程為男性。女性所佔的比例持續上升，由二零零七年的37.8%上升至二零一五年及二零一七年的約44%。(表 3A.1f)

於二零一七年的旅客行程中，44.6%為年齡介乎25至44歲的人士，而長者旅客所佔的比例在二零一五年至二零一七年期間上升。65歲或以上人士往來香港及內地的行程數目由平均每日40 100人次增至62 800人次。(表 3A.1f)

Age-Sex Profile of the Trip Makers

55.6% of the trips were made by males in 2017. The share of female passenger trips continued to increase, from 37.8% in 2007 to 44% in 2015 and 2017. (Table 3A.1f)

44.6% of the trips were made by people aged 25 to 44 in 2017. The share of trips made by elderly passengers increased between 2015 and 2017. The average daily number of trips made by those aged 65 and over increased from 40 100 to 62 800. (Table 3A.1f)

Passenger Trips between Hong Kong and the Mainland

3A.2 居於香港人士的行程

往內地的行程目的

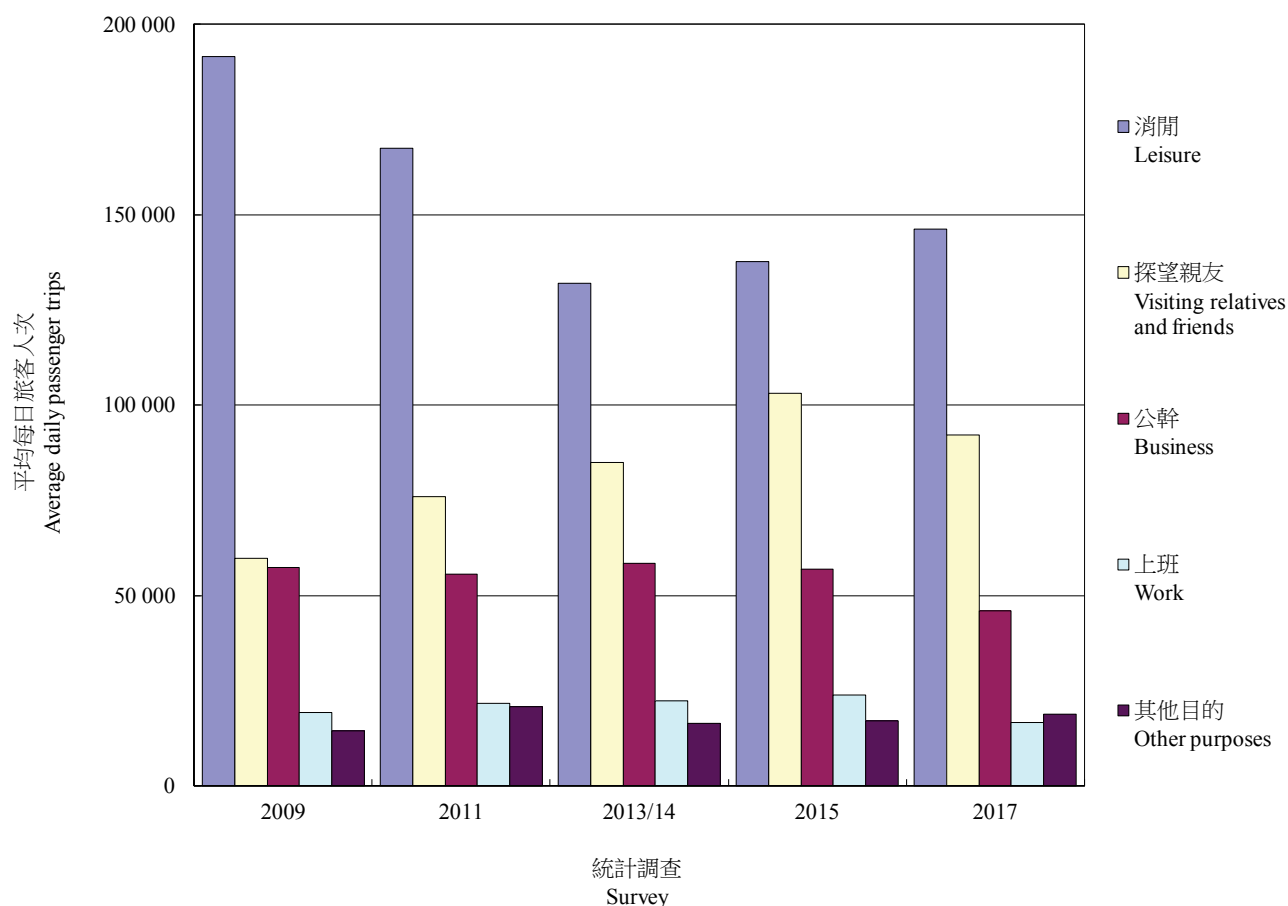
居於香港人士往內地的行程當中，最常見的行程目的是消閒、探望親友及公幹。在二零一七年的行程數目中，消閒行程佔 45.7%、探望親友行程佔 28.8%及公幹行程佔 14.4%。與二零一五年比較，消閒行程的數目上升 6.1%，探望親友行程數目則下跌 10.6%，而公幹行程數目亦下跌 19.4%，其中公幹行程由二零零七年或以前超過七萬多下跌至近年低於六萬。(表 3A.2a)

3A.2 Trips Made by People Living in Hong Kong

Trip Purpose to the Mainland

The most common purposes of *People Living in Hong Kong* for visiting the Mainland were leisure, visiting relatives and friends, and business. Of the trips they made in 2017, 45.7% were for leisure, 28.8% for visiting relatives and friends, and 14.4% for business. Compared with 2015, the number of leisure trips rose by 6.1%, trips for visiting relatives and friends decreased by 10.6%, and trips for business also decreased by 19.4%. In particular, the number of business trips has decreased from some 70 000 in the 2007 Survey and before to less than 60 000 in recent years. (Table 3A.2a)

圖 3A.4：按往內地行程目的劃分的居於香港人士往來香港及內地的平均每日旅客人次
Chart 3A.4 : Average Daily Passenger Trips between Hong Kong and the Mainland made by People Living in Hong Kong by Trip Purpose to the Mainland



行程目的及交通工具類型

無論是何種行程目的，旅客在二零一七年最常選擇的交通工具仍是邊界列車。於消閒行程中乘搭邊界列車的比例為 52.8%，而於探望親友、公幹及其他目的行程中的比例分別為 49.9%、46.5% 及 57.0%。(表 3A.2b)

值得注意的是，消閒行程(52.8%)及探望親友行程(49.9%)中乘搭邊界列車的比例，較公幹行程(46.5%)的為高。另外，公幹行程中乘搭飛機的比例(9.3%)，相比消閒行程(3.6%)及探望親友行程(3.4%)高差不多兩倍。(表 3A.2b)

在內地的起訖點

居於香港人士的行程中，有 91.8%的行程是到訪珠江三角洲地區，其中最普遍的目的地是深圳。於二零一七年，68.4%往來香港及內地的行程(即平均每日 218 800 人次)是往來深圳。(表 3A.2c)

在內地的逗留時間

於二零一七年，51.4%的居於香港人士往來香港及內地的行程(即平均每日 164 400 人次)是不過夜行程。逗留一至兩晚及三晚或以上的行程分別佔這類人士的行程的 36.4%及 11.3%。(表 3A.2d)

Trip Purpose and Transport Mode

Regardless of trip purpose, boundary train was still the most popular transport mode in 2017. 52.8% of leisure trips were by boundary train. The corresponding proportions in trips for visiting relatives and friends, business, and other purposes were 49.9%, 46.5% and 57.0%, respectively. (Table 3A.2b)

It is noted that the proportion of leisure trips (52.8%) and trips for visiting relatives and friends (49.9%) by coach were higher than the corresponding proportion for business trips (46.5%). The proportion of business trips (9.3%) by air was almost three-fold higher than leisure trips (3.6%) and trips for visiting relatives and friends (3.4%). (Table 3A.2b)

Trip End in the Mainland

91.8% of the trips made by *People Living in Hong Kong* were for visiting places within the Pearl River Delta region. Within the region, Shenzhen remained their most popular place of visit. In 2017, 68.4% of the trips between Hong Kong and the Mainland (or an average daily of 218 800 trips) were to or from Shenzhen. (Table 3A.2c)

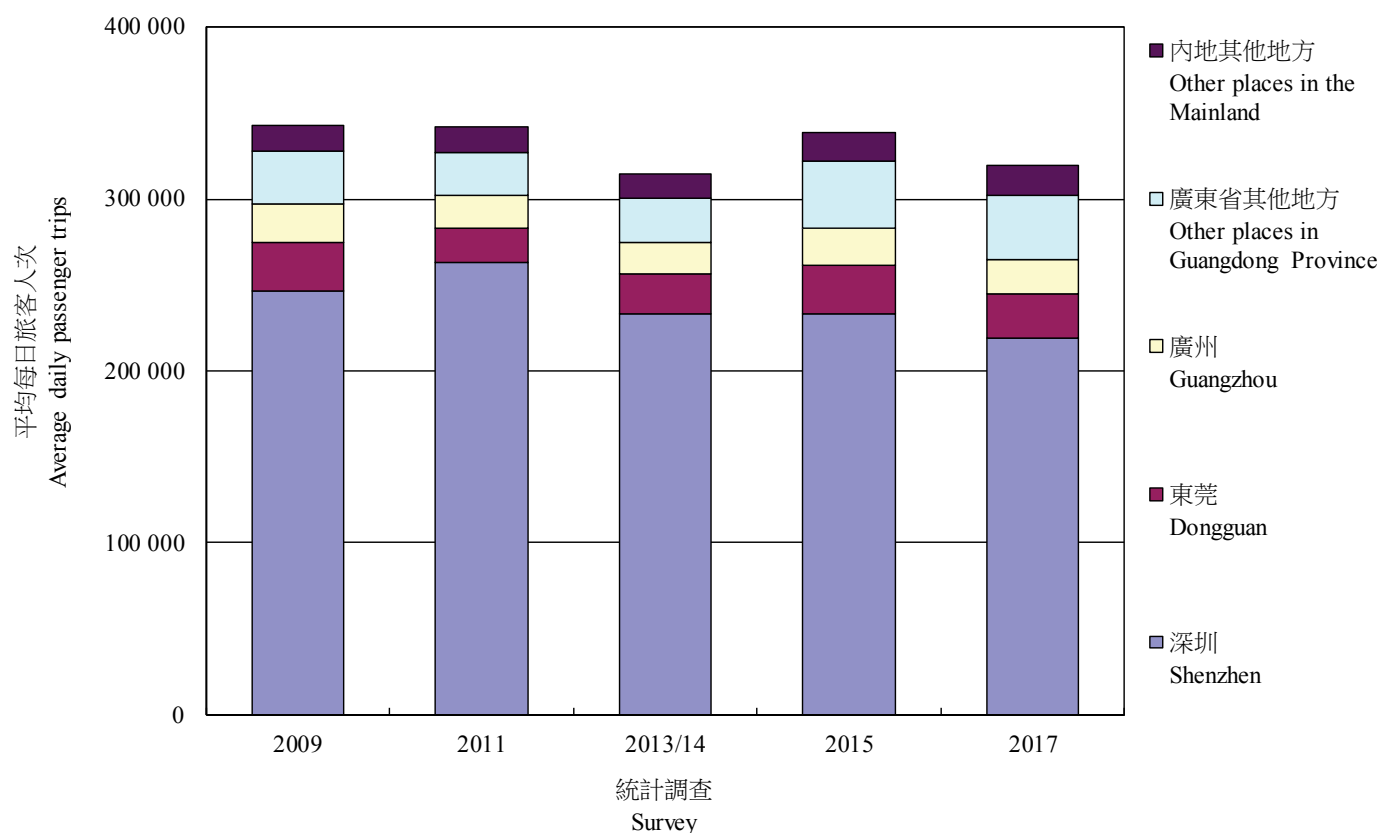
Duration of Stay in the Mainland

51.4% of the trips between Hong Kong and the Mainland (or an average daily of 164 400 trips) made by *People Living in Hong Kong* in 2017 were same-day trips. The proportion of trips lasted for one to two nights and three nights or more were 36.4% and 11.3% respectively. (Table 3A.2d)

Passenger Trips between Hong Kong and the Mainland

圖 3A.5：按行程在內地的起訖點劃分的居於香港人士往來香港及內地的平均每日旅客人次

Chart 3A.5 : Average Daily Passenger Trips between Hong Kong and the Mainland made by People Living in Hong Kong by Trip End in the Mainland



3A.3 居於內地的香港居民的行程

3A.3 Trips Made by Hong Kong Residents Living in the Mainland

往香港的行程目的

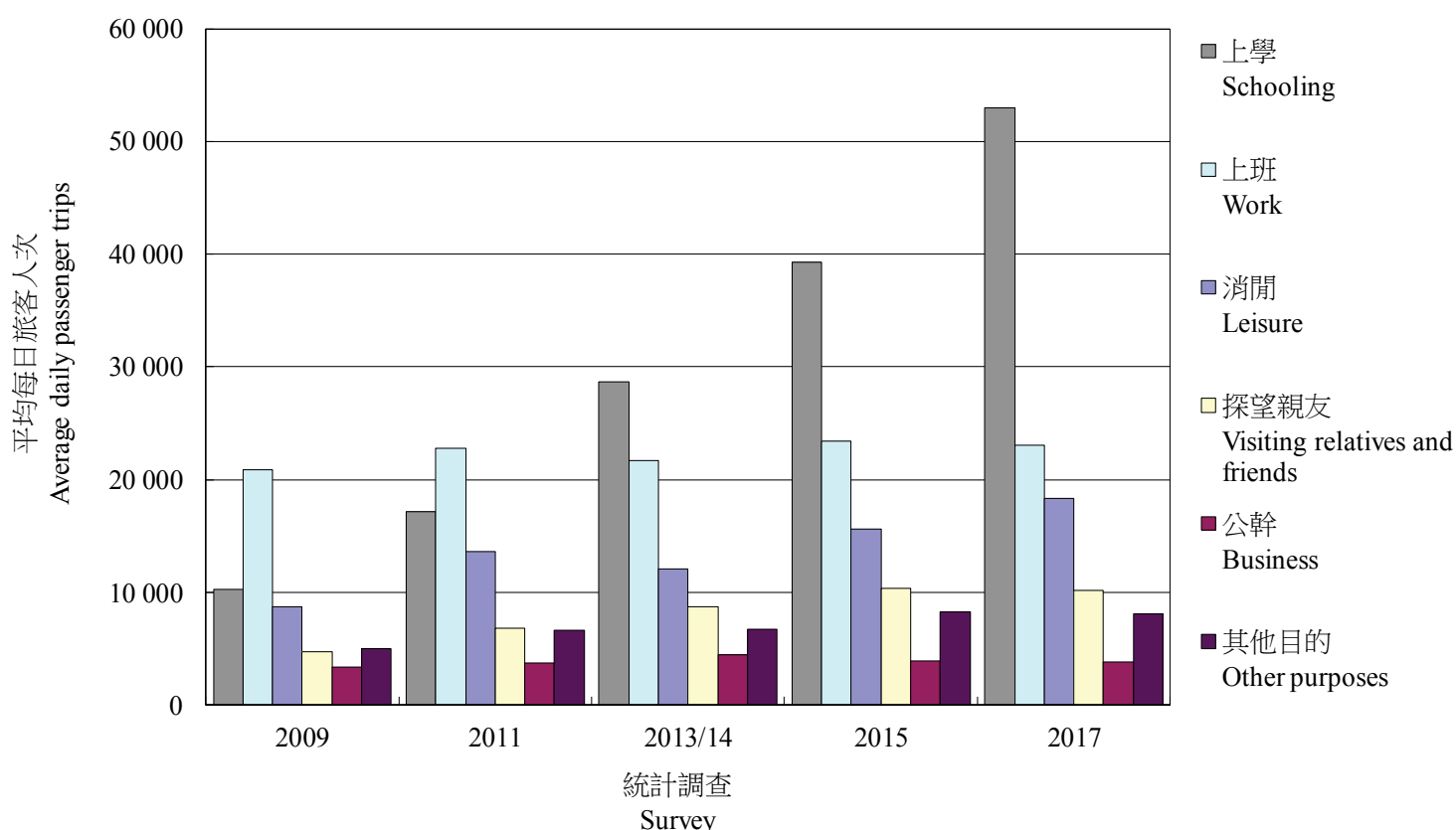
Trip Purpose to Hong Kong

居於內地的香港居民返港的主要原因是上學。在這類人士的所有行程中，上學行程佔 45.4%。在實際數目方面，上學行程由二零一五年的平均每日 39 300 人次上升 34.9%至二零一七年的 53 000 人次。(表 3A.3a)

The main reason for *Hong Kong Residents Living in the Mainland* travelling back to Hong Kong was for going to school. Of all trips made by these people, 45.4% were for schooling. In absolute number, such trips increased by 34.9%, from an average daily of 39 300 in 2015 to 53 000 in 2017. (Table 3A.3a)

圖 3A.6：按往香港行程目的劃分的居於內地的香港居民往來香港及內地的平均每日旅客人次

Chart 3A.6: Average Daily Passenger Trips between Hong Kong and the Mainland made by Hong Kong Residents Living in the Mainland by Trip Purpose to Hong Kong



在內地的起訖點

在二零一七年，大部分居於內地的香港居民的行程是以深圳為起訖點(90.8%)，平均每日達105 900人次。其次是東莞(3.0%)及廣州(2.6%)。(表 3A.3b)

在香港的逗留時間

於二零一七年，80.1%的居於內地的香港居民的行程(即平均每日 93 400 人次)都是不過夜的行程。逗留一至兩晚及三晚或以上的行程分別佔這類人士的行程的 14.9%及 4.1%。(表 3A.3c)

Trip End in the Mainland

The majority of trips made by *Hong Kong Residents Living in the Mainland* had the trip ends in Shenzhen (90.8%), accounted for an average daily of 105 900 trips in 2017, followed by Dongguan (3.0%) and Guangzhou (2.6%). (Table 3A.3b)

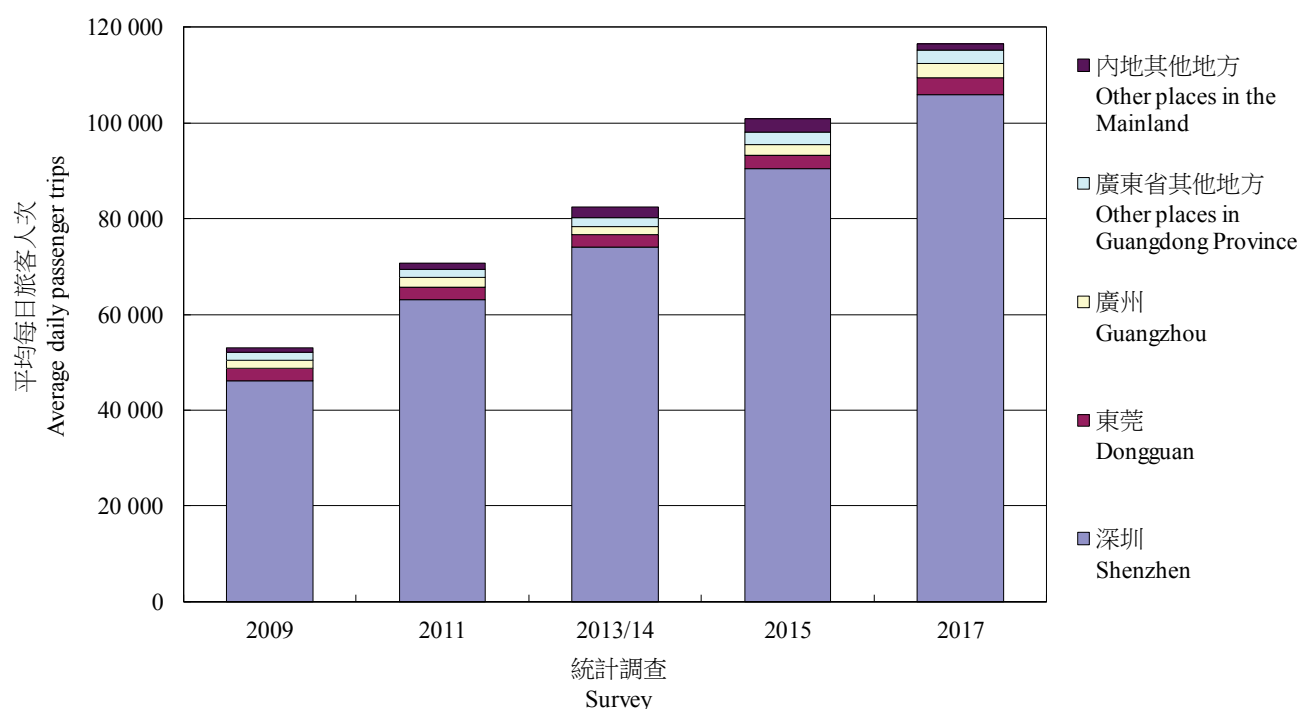
Duration of Stay in Hong Kong

80.1% of trips (or an average daily of 93 400 trips) made by *Hong Kong Residents Living in the Mainland* were same-day trips in 2017. The proportion of trips lasted for one to two nights and three nights or more were 14.9% and 4.1% respectively. (Table 3A.3c)

Passenger Trips between Hong Kong and the Mainland

圖 3A.7：按行程在內地的起訖點劃分的居於內地的香港居民往來香港及內地的平均每日旅客人次

Chart 3A.7 : Average Daily Passenger Trips between Hong Kong and the Mainland made by Hong Kong Residents Living in the Mainland by Trip End in the Mainland



3A.4 來自內地的旅客的行程

往香港的行程目的

自二零零三年起實施個人遊計劃，到港消閒的來自內地的旅客的數目持續大幅上升。他們的行程數目由二零零三年的平均每日 18 400 人次，增加超過六倍至二零一四年的 134 600 人次，及至二零一五年稍為下跌至 127 100 人次，再於二零一七年反彈至 145 900 人次。這類行程佔全部來自內地的旅客行程的大多數(67.4%)。(表 3A.4a)

除了消閒外，另外兩個內地旅客到港的主要行程目的是探望親友及公幹。這兩類行程於二零一七年分別佔來自內地的旅客行程的 14.3% 及 8.7%。(表 3A.4a)

3A.4 Trips Made by Visitors from the Mainland

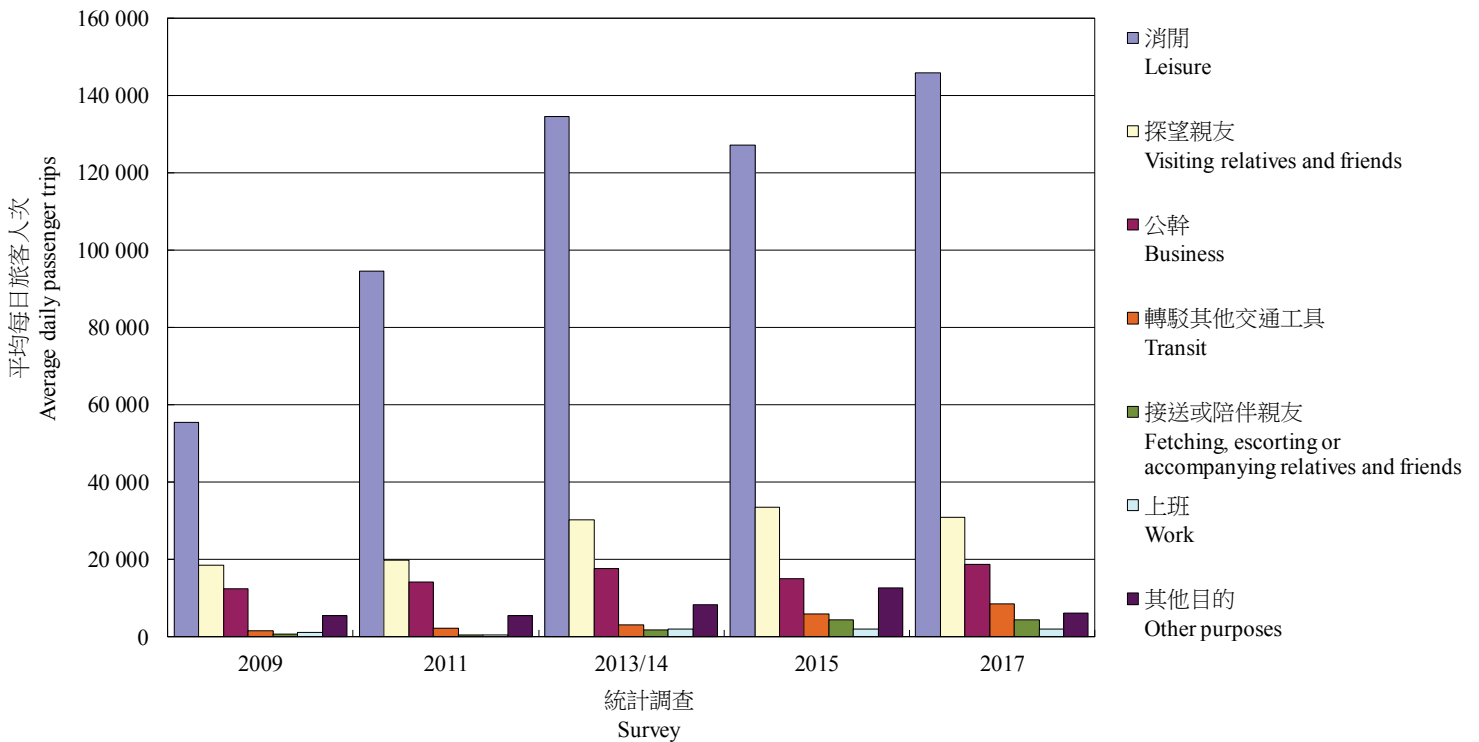
Trip Purpose to Hong Kong

The Individual Visit Scheme implemented since 2003 has brought about a continuous huge increase in Mainland visitors coming to Hong Kong for leisure purpose. The number of leisure trips made by *Visitors from the Mainland* increased more than 7-fold from an average daily of 18 400 in 2003 to 134 600 in 2014, and subsequently dropped slightly to 127 100 in 2015 with a bounce to 145 900 in 2017. They still constituted the largest share (67.4%) of all trips made by *Visitors from the Mainland*. (Table 3A.4a)

Apart from leisure, the other two major purposes of their visits to Hong Kong were for visiting relatives and friends, and for business. These two types of trips accounted for 14.3% and 8.7% respectively of all trips made by *Visitors from the Mainland* in 2017. (Table 3A.4a)

圖 3A.8：按往香港行程目的劃分的來自內地的旅客往來香港及內地的
平均每日旅客人次

Chart 3A.8 : Average Daily Passenger Trips between Hong Kong and the Mainland
made by Visitors from the Mainland by Trip Purpose to Hong Kong



行程目的及交通工具類型

不同行程目的的**來自內地的旅客**所選擇的交通工具均有所不同。

平均每日 145 900 人次的**來自內地的旅客**消閒行程中，41.8%的是乘搭邊界列車、18.4%乘搭過境巴士及 17.7%是乘搭專營巴士/專線小巴/的士。(表 3A.4b)

來港探望親友的旅客最常採用邊界列車。在平均每日 30 900 人次探訪親友行程中，44.7%是乘搭邊界列車的。乘搭過境巴士佔 16.6%，專營巴士/專線小巴/的士則佔 15.6%。(表 3A.4b)

Trip Purpose and Transport Mode

Choices of transport mode were different for **Visitors from the Mainland** of different trip purposes.

Of the average daily of 145 900 leisure trips made by **Visitors from the Mainland**, 41.8% were by boundary train, 18.4% by coach and 17.7% by franchised bus/green minibus/taxi. (Table 3A.4b)

For visiting relatives and friends, boundary train was the most popular transport mode. Of the average daily of 30 900 trips for such purpose, 44.7% were made by boundary train. Trips by coach accounted for 16.6%, whilst trips by franchised bus/green minibus/taxi accounted for 15.6%. (Table 3A.4b)

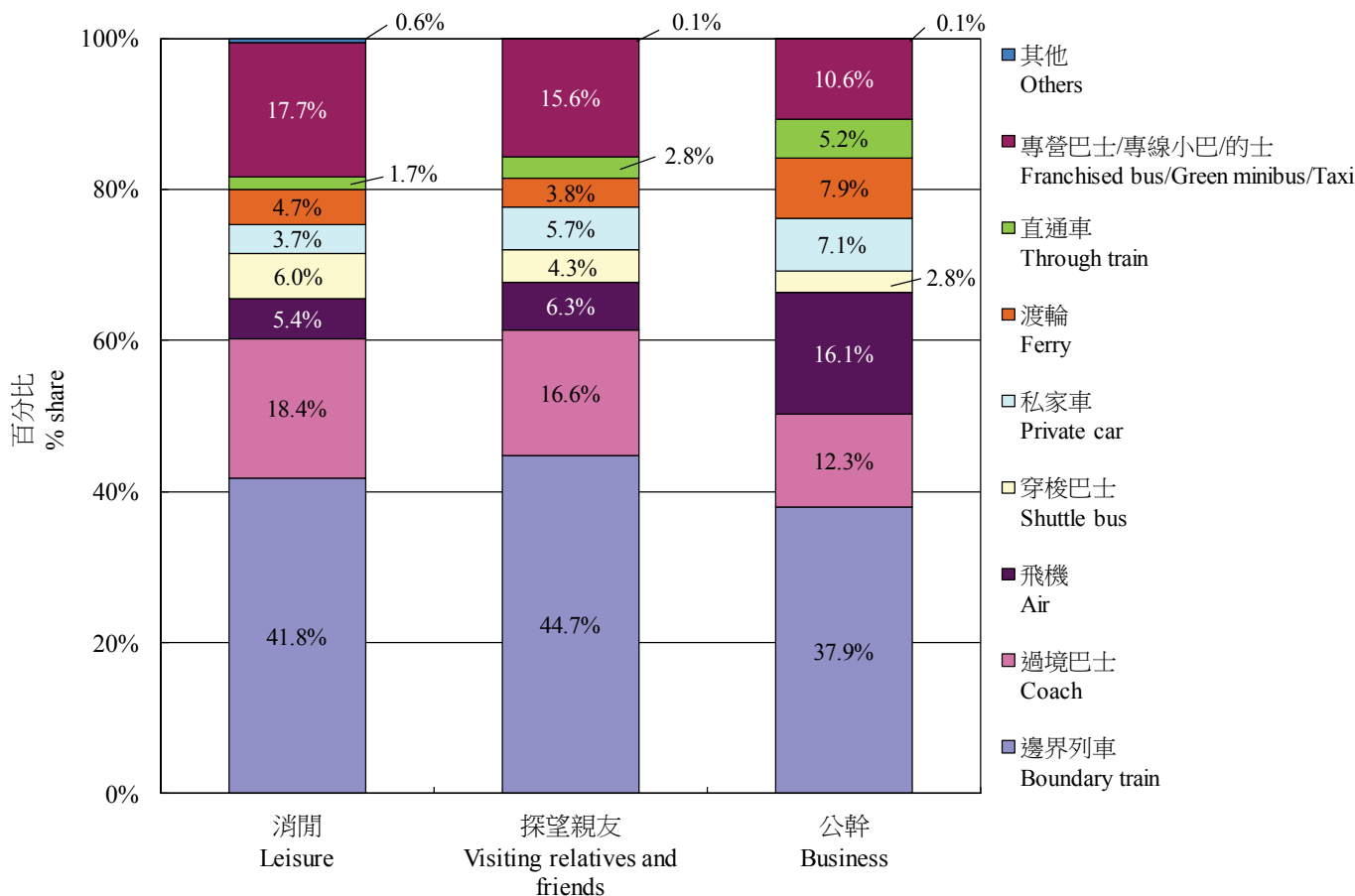
Passenger Trips between Hong Kong and the Mainland

相對其他行程目的而言，公幹行程中乘搭飛機、渡輪、私家車及直通車的比例較高。在平均每日 18 800 人次公幹行程當中，16.1%是乘搭飛機，渡輪佔 7.9%、私家車佔 7.1%及直通車佔 5.2%。(表 3A.4b)

In comparison with other trip purposes, the proportions of business trips by air, private car and through train were significantly higher. Of the average daily of 18 800 business trips, 16.1% were made by air. Trips by ferry accounted for 7.9%, private car accounted for 7.1% and through train accounted for 5.2%. (Table 3A.4b)

圖 3A.9：按往香港行程目的及交通工具類型劃分的來自內地的旅客往來香港及內地的旅客人次分布，二零一七年統計調查

Chart 3A.9 : Distribution of Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Trip Purpose to Hong Kong and Transport Mode, 2017 Survey



在內地的起訖點

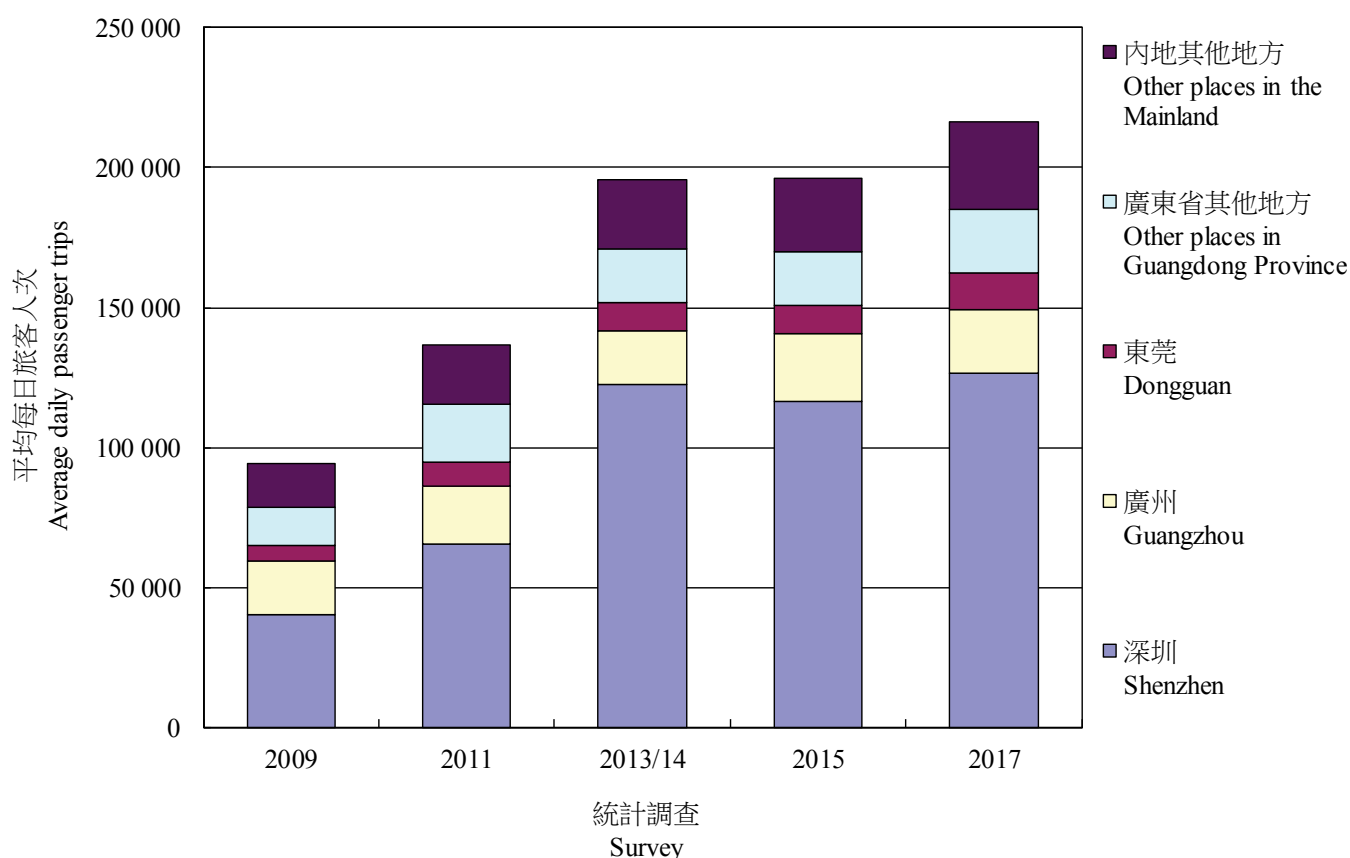
大部分來自內地的旅客都是以珠江三角洲地區為行程的起訖點，最多是來自深圳的佔 58.5%，其次是廣州(10.3%)及東莞(6.0%)。(表 3A.4c)

Trips End in the Mainland

A vast majority of *Visitors from the Mainland* had the trip end in the Pearl River Delta region, topped by 58.5% from Shenzhen, and followed by Guangzhou (10.3%) and Dongguan (6.0%). (Table 3A.4c)

圖 3A.10：按行程在內地的起訖點劃分的來自內地的旅客往來香港及內地的平均每日旅客人次

Chart 3A.10 : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Trip End in the Mainland



在香港的逗留時間

在二零一七年，57.8%的來自內地的旅客往來香港及內地的行程(即平均每日 125 200 人次)是不過夜行程。逗留一至兩晚及三晚或以上的行程分別佔這類人士的行程的 29.2%及 11.9%。(表 3A.4d)

就行程目的而言，值得注意的是來自內地的旅客的消閒、探望親友及公幹行程在港逗留的時間各有不同，但大部分的消閒、探望親友及公幹行程是不過夜行程或逗留一至兩晚的行程。(表 3A.4e)

Duration of Stay in Hong Kong

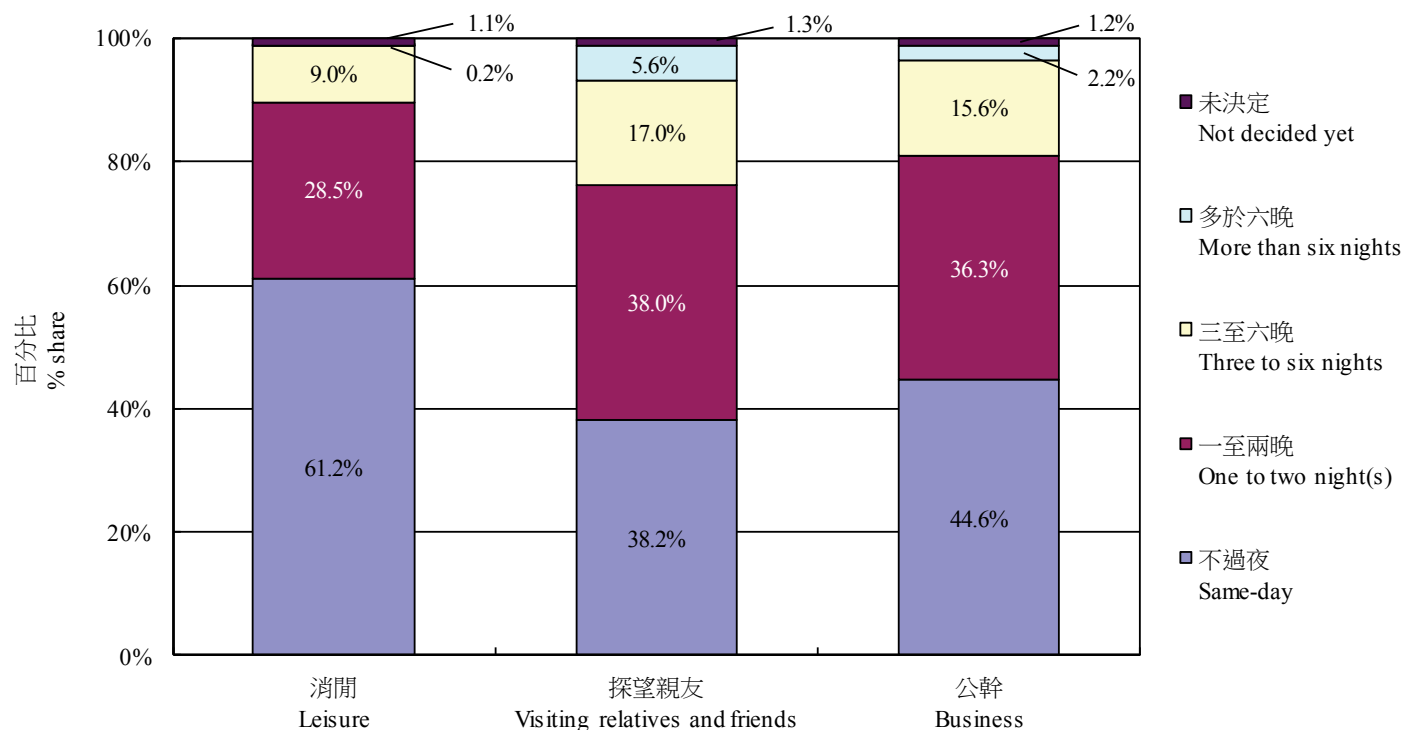
57.8% of trips between Hong Kong and the Mainland (or an average daily of 125 200 trips) made by *Visitors from the Mainland* in 2017 were same-day trips. The proportions of trips lasted for one to two nights and three nights or more were 29.2% and 11.9% respectively. (Table 3A.4d)

When analysed by trip purpose, it is noted that the duration of stay in Hong Kong for *Visitors from the Mainland* varied among leisure, visiting relatives and friends and business trips. However, a majority of the trips for leisure, visiting relatives and friends, and business were either same-day trips or lasting for one to two nights. (Table 3A.4e)

Passenger Trips between Hong Kong and the Mainland

圖 3A.11：按往香港行程目的及逗留時間劃分的來自內地的旅客往來香港及內地的旅客人次分布，二零一七年統計調查

Chart 3A.11 : Distribution of Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Trip Purpose to Hong Kong and Duration of Stay, 2017 Survey



在香港的住宿類型

在二零一七年，平均每每日有 91 400 人次的來自內地的旅客往來香港及內地的行程是在港逗留一晚或以上。這些行程中，住宿在酒店/賓館佔 71.6%，其次是住宿在香港親友擁有或租住的物業(13.8%)及住宿在自己或家人擁有或租住的物業(10.0%)。(表 3A.4f)

Type of Accommodation in Hong Kong

Among the average daily of 91 400 trips between Hong Kong and the Mainland made by *Visitors from the Mainland* who stayed in Hong Kong for one night or more in 2017, 71.6% of them stayed at hotel/guesthouse, followed by property owned/rented by relatives in Hong Kong (13.8%), and self/family-owned/rented property (10.0%). (Table 3A.4f)

個人遊計劃下的行程

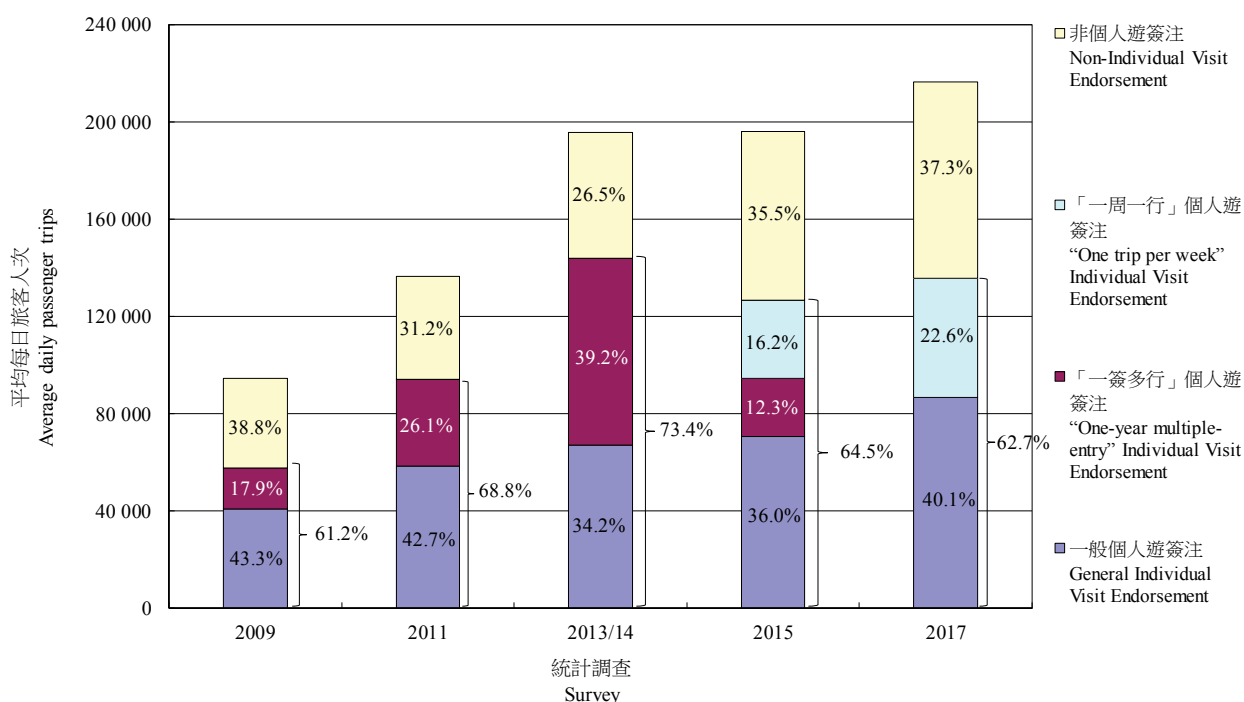
隨着內地與香港之間的經濟和社區連繫不斷發展，以及個人遊計劃的擴張，來自內地的旅客行程數目在過去多年來不斷增加。雖然「一簽多行」個人遊簽注由二零一五年四月十三日起調整為「一周一行」個人遊簽注，個人遊旅客人次由二零一五年的平均每日 126 600 人次上升 7.2%至這次統計調查的 135 700 人次。在二零一七年使用「一周一行」個人遊的旅客行程數目為平均每日 48 800 人次，較二零一五年使用「一簽多行」或「一周一行」個人遊的平均每日 55 900 人次為低。另一方面，非個人遊簽注的旅客行程數目則由二零一五年的 69 600 人次上升至二零一七年的 80 900 人次。(表 3A.4g)

Trips Made under the Individual Visit Scheme

Following the continual development of economic and community connections between the Mainland and Hong Kong and the expansion of the Individual Visit Scheme, the number of trips made by *Visitors from the Mainland* has kept on increasing over the years. Although the “one-year multiple-entry” Individual Visit Endorsements have been superseded by the “one trip per week” Individual Visit Endorsements since 13 April 2015, the number of trips made by the Individual Visit Scheme visitors increased by 7.2% from an average daily of 126 600 in 2015 to 135 700 in the 2017 Survey. In 2017, the average daily number of trips made by “one trip per week” Individual Visit Endorsement visitors was 48 800, which was lower than the average daily of 55 900 trips made by “one-year multiple-entry” or “one trip per week” Individual Visit Endorsement visitors in 2015. On the other hand, the average daily number of trips made by non-Individual Visit Endorsement visitors increased from 69 600 in 2015 to 80 900 in 2017. (Table 3A.4g)

圖 3A.12：按簽注類型劃分的來自內地的旅客往來香港及內地的平均每日旅客人次

Chart 3A.12 : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type



Passenger Trips between Hong Kong and the Mainland

交通工具類型及在內地的起訖點

雖然使用不同簽注類型的**來自內地的旅客**所使用的跨界交通工具類型各有不同，但邊界列車仍是最常使用的跨界交通工具，分別佔一般個人遊、「一周一行」個人遊及非個人遊旅客行程的43.1%、49.8%及34.3%。(表 3A.5a)

一般個人遊旅客的行程除了最常使用邊界列車外，亦較傾向乘搭過境巴士，其比例為15.8%。35.1%的這類旅客來自相對較遠離香港的地方，包括廣東省以外或在廣東省但非廣州、東莞和深圳的地方。(表 3A.5a 及 3A.5b)

鑑於「一周一行」個人遊只適用於合資格的深圳居民，故此有98.7%的行程都以深圳為內地起訖點，實在不足為奇。由於深圳鄰近香港，許多「一周一行」個人遊旅客乘搭邊界列車(49.8%)、專營巴士/專線小巴/的士(26.5%)及用過境巴士(14.6%)。(表 3A.5a 及 3A.5b)

Transport Mode and Trip End in the Mainland

The transport mode used by *Visitors from the Mainland* to come to Hong Kong exhibited some variations by endorsement type, boundary train was still the most common transport mode which served 43.1%, 49.8% and 34.3% of trips made by general Individual Visit Endorsement, “one trip per week” Individual Visit Endorsement and non-Individual Visit Endorsement visitors respectively. (Table 3A.5a)

Apart from boundary train, trips made by general Individual Visit Endorsement visitors were more likely to travel by coach, with the share of 15.8%. 35.1% of them came from places outside Guangdong Province or places in Guangdong Province other than Guangzhou, Dongguan and Shenzhen, which are relatively far away from Hong Kong. (Tables 3A.5a and 3A.5b)

As the “one trip per week” Individual Visit Endorsements are for eligible Shenzhen residents only, it is not surprising to note that the proportion of trips with a trip end in Shenzhen was 98.7%. Given the proximity of Shenzhen to Hong Kong, many of the “one trip per week” Individual Visit Endorsement visitors travelled by boundary train (49.8%), franchised bus/green minibus/taxi (26.5%) and coach (14.6%). (Tables 3A.5a and 3A.5b)

除了邊界列車(34.3%)、過境巴士(20.8%)及專營巴士/專線小巴/的士(15.2%)外，非個人遊旅客來港所使用的交通工具較為分散，這可能與非個人遊的旅客行程的出發地較分散有關。在非個人遊旅客中，約有 52.6%來自深圳、11.0%來自廣州、17.8%來自廣東省其他地方以及 18.5%來自內地其他地方。(表 3A.5a 及 3A.5b)

行程目的及逗留時間

不論來自內地的旅客是否使用個人遊計劃來港，這類人士的行程主要為消閒(佔一般個人遊旅客的 71.3%、「一周一行」個人遊的 80.7%及非個人遊的 55.0%)及探望親友(佔一般個人遊旅客的 15.3%、「一周一行」個人遊的 11.8%及非個人遊的 14.6%)。然而，「一周一行」個人遊(4.8%)的公幹行程比例，與一般個人遊旅客(8.4%)及非個人遊(11.4%)的相比則相對較小。(表 3A.5c)

Apart from boundary train (34.3%), coach (20.8%) and franchised bus/green minibus/taxi (15.2%), a more diverse choice of the transport modes used by non-Individual Visit Endorsement visitors to come to Hong Kong was observed. This might be related to the diversified places of origin of the trips made by non-Individual Visit Endorsement visitors. Among the non-Individual Visit Endorsement visitors, some 52.6% of the trips started from Shenzhen, 11.0% from Guangzhou, 17.8% from other places in Guangdong Province and 18.5% from other places in the Mainland. (Tables 3A.5a and 3A.5b)

Trip Purpose and Duration of Stay

Trips made by *Visitors from the Mainland*, irrespective of whether under the Individual Visit Scheme or not, were predominantly for leisure purpose (71.3% for general Individual Visit Endorsement visitors, 80.7% for “one trip per week” Individual Visit Endorsement visitors and 55.0% for non-Individual Visit Endorsement visitors) and for visiting relatives and friends (15.3% for general Individual Visit Endorsement visitors, 11.8% for “one trip per week” Individual Visit Endorsement visitors and 14.6% for non-Individual Visit Endorsement visitors). Yet there was a relatively smaller proportions of “one trip per week” Individual Visit Endorsement visitors (4.8%) coming for business purpose, as compared with general Individual Visit Endorsement visitors (8.4%) and non-Individual Visit Endorsement visitors (11.4%). (Table 3A.5c)

Passenger Trips between Hong Kong and the Mainland

雖然來自內地的旅客來港主要為消閒，使用不同簽注類型的旅客在港逗留時間有明顯的差異。「一周一行」個人遊的旅客傾向短途行程，當中八成多是不過夜行程，約一成是逗留一至兩晚。另一方面，一般個人遊及非個人遊旅客的逗留時間則較長。這兩類旅客的逗留時間頗為相似，逗留最少一晚的行程比例分別佔 47.7%及 51.5%。(表 3A.5d)

跟隨旅行團

在平均每日 216 600 人次的來自內地的旅客的行程中，6.2%(即平均每日有 13 500 人次)是跟隨旅行團，當中 8 700 人次使用落馬洲管制站，而 1 800 人次使用深圳灣管制站。在跟隨旅行團的 13 500 人次中，85.0%是使用非個人遊、14.4%是一般個人遊，0.6%是「一周一行」個人遊。(表 3A.5e)

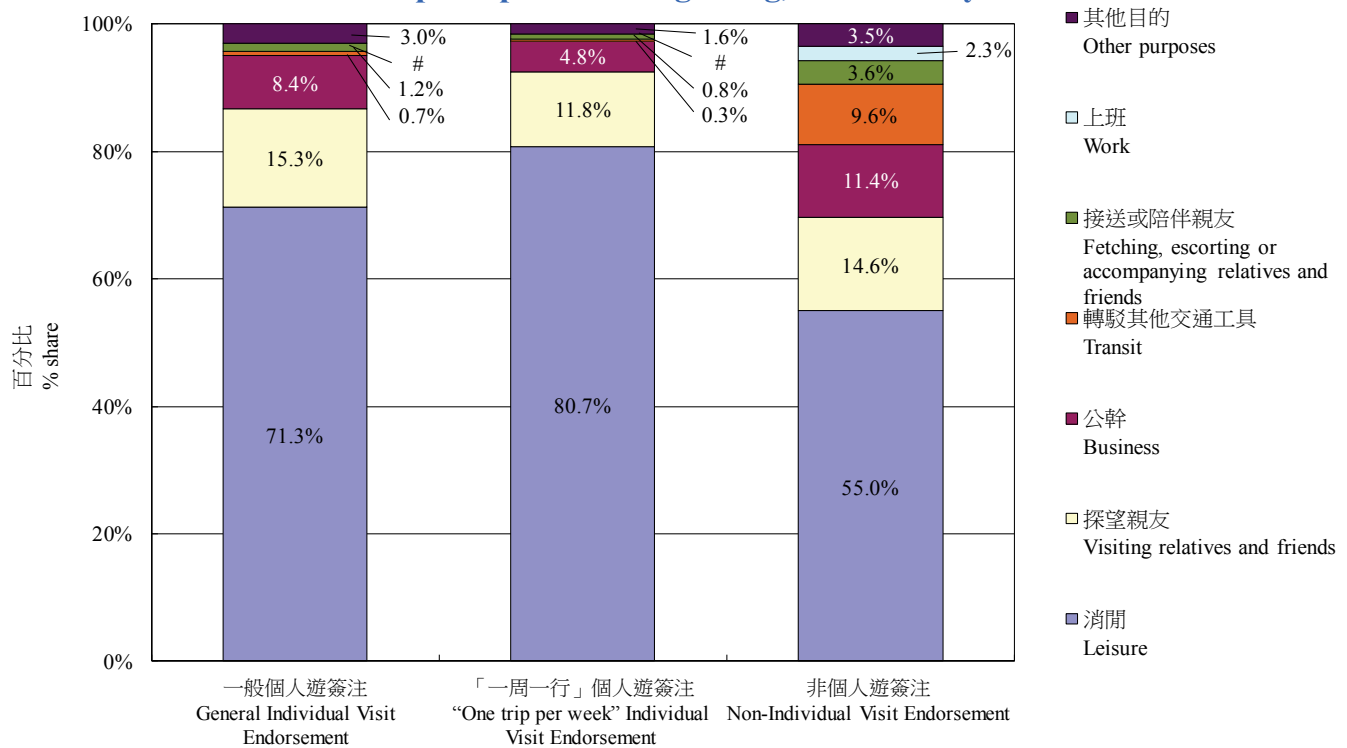
While coming to Hong Kong for leisure was the main purpose among *Visitors from the Mainland*, there was an apparent difference in the duration of stay in Hong Kong among visitors coming under different endorsement types. “One trip per week” Individual Visit Endorsement visitors tended to make short trips, with some 80% being same-day trips and about 10% lasted for one to two nights. On the other hand, the duration of trips made by general Individual Visit Endorsement visitors and non-Individual Visit Endorsement visitors was longer. The trip duration of these two types of visitors were rather similar, with 47.7% and 51.5% respectively lasted for at least one night. (Table 3A.5d)

Travelled on Group Tours

Among the average daily of 216 600 trips made by *Visitors from the Mainland*, 6.2% (or an average daily of 13 500 trips) were on group tours, with 8 700 trips through the Lok Ma Chau Control Point and 1 800 trips through the Shenzhen Bay Control Point. Of the 13 500 trips on group tours, 85.0% by non-Individual Visit Endorsement visitors, 14.4% were made by general Individual Visit Endorsement visitors, 0.6% by “one trip per week” Individual Visit Endorsement visitors. (Table 3A.5e)

圖 3A.13：按往香港行程目的及簽注類型劃分的來自內地的旅客往來香港及內地的旅客人次分布，二零一七年統計調查

Chart 3A.13 : Distribution of Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type and Trip Purpose to Hong Kong, 2017 Survey



旅客的年齡及性別分布

一般而言，較多來自內地的旅客是年輕至中年的女性，佔這類旅客的 44.8%。值得注意的是，按簽注類型分析，「一周一行」個人遊有較高的女性旅客比例(57.4%)，相對於一般個人遊的 56.9%及非個人遊的 52.0%。(表 3A.5f)

Age-Sex Profile of the Trip Makers

In general, more *Visitors from the Mainland* are young to middle aged women, which accounted for 44.8% of all visitors. When analysed by endorsement type, it was noted that a relatively higher proportion (57.4%) of females were recorded among the “one trip per week” Individual Visit Endorsement visitors, in comparison with 56.9% for the general Individual Visit Endorsement visitors and 52.0% for the non-Individual Visit Endorsement visitors. (Table 3A.5f)

Passenger Trips between Hong Kong and the Mainland

二零一七年來自內地的旅客的年齡分布較二零一五年有所變化。雖然「一周一行」個人遊的年齡中位數維持於 32 歲，但一般個人遊旅客的年齡中位數則由二零一五年的 30 歲微升至二零一七年的 31 歲，而非個人遊旅客的年齡中位數亦由 33 歲上升至 35 歲。(表 3A.5f)

不過夜內地旅客的行程

不過夜行程常見於來自內地的旅客的行程，尤其是「一周一行」個人遊旅客。在二零一七年，他們分別佔「一周一行」個人遊的 87.3%。相對上，他們只佔一般個人遊的 50.9%及非個人遊的 47.4%。(表 3A.5d)

不過夜行程的旅客較傾向於週末來港，其在週末的平均每日行程數目為 186 900 人次，較平日的 100 500 人次高出 85.9%。(表 3A.6a)

There was a variation in the age profile of *Visitors from the Mainland* in 2017 than 2015. Although the median age of “one trip per week” Individual Visit Endorsement visitors maintained at 32, the median age of general Individual Visit Endorsement visitors slightly increased from 30 in 2015 to 31 in 2017. The median age of non-Individual Visit Endorsement visitors also went up from 33 to 35. (Table 3A.5f)

Trips Made by Same-day Visitors from the Mainland

Same-day trips were popular among the trips made by *Visitors from the Mainland*, in particular “one trip per week” Individual Visit Endorsement visitors. In 2017, they constituted 87.3% of the trips made by “one trip per week” Individual Visit Endorsement visitors, as against 50.9% for general Individual Visit Endorsement visitors and 47.4% for non-Individual Visit Endorsement visitors. (Table 3A.5d)

Visitors making same-day trips had a higher propensity of coming to Hong Kong at weekends. They made an average daily number of 186 900 trips during weekends, which was higher than that of 100 500 trips during weekdays by 85.9%. (Table 3A.6a)

邊界列車是不過夜行程中最常見的跨界交通工具，由二零一五年平均每日 58 000 人次上升至二零一七年的 59 500 人次。值得注意的是，不過夜旅客行程中乘搭過境巴士的比例由 15.0%(即平均每日 18 500 人次)上升至 16.7%(即平均每日 20 900 人次)。另外，乘搭專營巴士/專線小巴/的士的比例由 28.3%(即平均每日 35 000 人次)下跌至 23.3%(即平均每日 29 200 人次)。(表 3A.6b)

不過夜行程中，最常見的來港行程目的是消閒，平均每日有 89 300 人次，佔所有不過夜行程的 71.3%。其次是探望親友(9.4%)及公幹(6.7%)。(表 3A.6c)

這些不過夜旅客最常到訪的香港地方為新界北和九龍。最常到訪的地方首三位為尖沙咀、上水及旺角/太子。(表 3A.6d)

不過夜行程的內地起訖點多在香港附近的地方。78.4%的不過夜行程來自深圳，另有 6.7%來自廣州。(表 3A.6e)

於二零一七年，56.5%的不過夜行程為女性，當中以 25 至 44 歲的女士行程最多，佔所有不過夜行程的 39.0%。25 至 44 歲男士行程則為 29.5%。(表 3A.6f)

Boundary train was the most popular mode of transport. The average daily number of trips made by boundary train increased from 58 000 in 2015 to 59 500 in 2017. It should be noted that the proportion of same-day trips by coach increased from 15.0% (or an average daily of 18 500 trips) to 16.7% (or an average daily of 20 900 trips), whereas the proportion of same-day trips by franchised bus/green minibus/taxi decreased from 28.3% (or an average daily of 35 000 trips) to 23.3% (or an average daily of 29 200 trips). (Table 3A.6b)

The most common purpose of same-day trips coming to Hong Kong was leisure, with an average daily of 89 300 trips and accounted for 71.3% of all same-day trips. This is followed by visiting relatives and friends (9.4%) and business (6.7%). (Table 3A.6c)

The common places that the same-day visitors visited in Hong Kong were mostly areas in the northern New Territories and Kowloon. The top three areas visited were Tsim Sha Tsui, Sheung Shui and Mong Kok/Prince Edward. (Table 3A.6d)

The trip ends in the Mainland for same-day trips were close to Hong Kong. Among the same-day visitors, 78.4% had a trip end in Shenzhen and 6.7% in Guangzhou. (Table 3A.6e)

56.5% of the same-day trips were made by female in 2017. In particular, the proportion of same-day trips made by female aged 25 to 44 was 39.0%, while the corresponding figure for male was 29.5%. (Table 3A.6f)

Passenger Trips between Hong Kong and the Mainland

3A.5 居於其他地方人士的行程

往香港的行程目的

居於其他地方人士到港的主要原因是消閒，於二零一七年佔這類人士從內地到港的行程總數的34.9%，其次是探望親友(28.5%)及轉駁其他交通工具(16.6%)。(表 3A.7a)

在香港的住宿類型

在平均每日 7 200 人次的居於其他地方人士抵港行程中，當中非香港居民在港逗留一晚或以上的行程為平均每日 3 700 人次。這些行程中，住宿在酒店/賓館佔 67.1%，住宿在香港親友擁有或租住的物業佔 16.3%，而住宿在自己或家人擁有或租住的物業佔 12.6%。(表 3A.7b)

往內地的行程目的

居於其他地方人士往內地的主要行程目的是消閒(36.4%)及公幹(32.4%)，其次是探望親友(22.9%)。與二零一五年比較，消閒的行程數目上升 28.7%至平均每日行程的 2 300 人次，而公幹的行程數目亦急增 46.2%至平均每日的 2 100 人次。(表 3A.7c)

到訪內地的目的地

相對而言，居於其他地方人士的到訪目的地較為分散。往來深圳的行程只佔這類人士往來香港及內地的行程 48.6%(即平均每日 6 600 人次)；往來廣州的佔 16.9%；往來東莞的佔 5.1%。(表 3A.7d)

3A.5 Trips Made by People Living in Other Places

Trip Purpose to Hong Kong

For *People Living in Other Places*, leisure remained the main purpose of trips from the Mainland to Hong Kong, accounting for 34.9% of the trips they made from the Mainland to Hong Kong in 2017, followed by visiting relatives and friends (28.5%) and transit (16.6%). (Table 3A.7a)

Type of Accommodation in Hong Kong

Of the average daily of 7 200 arrival trips made by *People Living in Other Places*, an average daily of 3 700 trips made by non-Hong Kong residents stayed in Hong Kong for one night or more. 67.1% of them stayed at hotel/guesthouse, followed by property owned/rented by relatives in Hong Kong (16.3%), and self/family-owned/rented property (12.6%). (Table 3A.7b)

Trip Purpose to the Mainland

The most common purposes of trips to the Mainland made by *People Living in Other Places* were for leisure (36.4%) and business (32.4%), followed by visiting relatives and friends (22.9%). Compared with 2015, the average daily number of trips for leisure increased by 28.7% to 2 300, and the number of trips for business increased tremendously by 46.2% to an average daily of 2 100. (Table 3A.7c)

Place of Visit in the Mainland

In contrast, places of visit by *People Living in Other Places* were more diverse. Shenzhen accounted for only 48.6% of the trips between Hong Kong and the Mainland (or an average daily of 6 600 trips) made by these people, 16.9% for Guangzhou and 5.1% for Dongguan. (Table 3A.7d)

3A.6 其他

香港為中途站

於二零一七年，在平均每日 216 600 人次的**來自內地的旅客**往來香港及內地的行程中，有 10 800 人次(即 5.0%)使用香港作為中途站。這類行程指：(a)從內地抵港的旅客自稱離開香港後不會返回內地，而會前往內地或澳門以外的地區；或(b)前往內地的離港旅客自稱非從內地或澳門到香港，而是從這兩地以外的地區到香港。(表 3A.8)

於廣東省所使用的交通樞紐

於二零一七年，往來香港及內地廣東省以外的行程平均每日有 52 300 人次，其中約 19.3%(即 10 100 人次)途經廣東省並曾使用省內的交通樞紐。在這類行程當中，47.5%是使用深圳寶安國際機場，其次是深圳市火車站(45.2%)及廣東省其他機場(4.1%)。(表 3A.9)

3A.6 Others

Hong Kong as an Intermediate Stop

Among the average daily of 216 600 trips between Hong Kong and the Mainland made by *Visitors from the Mainland* in 2017, about 10 800 (or 5.0%) were using Hong Kong as an intermediate stop, i.e. (a) arriving passengers from the Mainland who claimed that they would not return to the Mainland but would go to places other than the Mainland or Macao after leaving Hong Kong; or (b) departing passengers for the Mainland who claimed that they were not coming to Hong Kong from the Mainland or Macao but from places other than these two. (Table 3A.8)

Transportation Hubs Used in Guangdong Province

An average daily of 52 300 trips between Hong Kong and places in the Mainland outside Guangdong Province were made in 2017. Of which, 19.3% (or an average daily of 10 100 trips) passed through Guangdong Province and used transportation hubs in the Province. Among these trips, 47.5% used the Shenzhen Bao'an International Airport, followed by train stations in Shenzhen (45.2%) and other airports in Guangdong Province (4.1%). (Table 3A.9)

Passenger Trips between Hong Kong and the Mainland

3B. 經常往來香港及內地的跨界旅客

3B.1 概覽

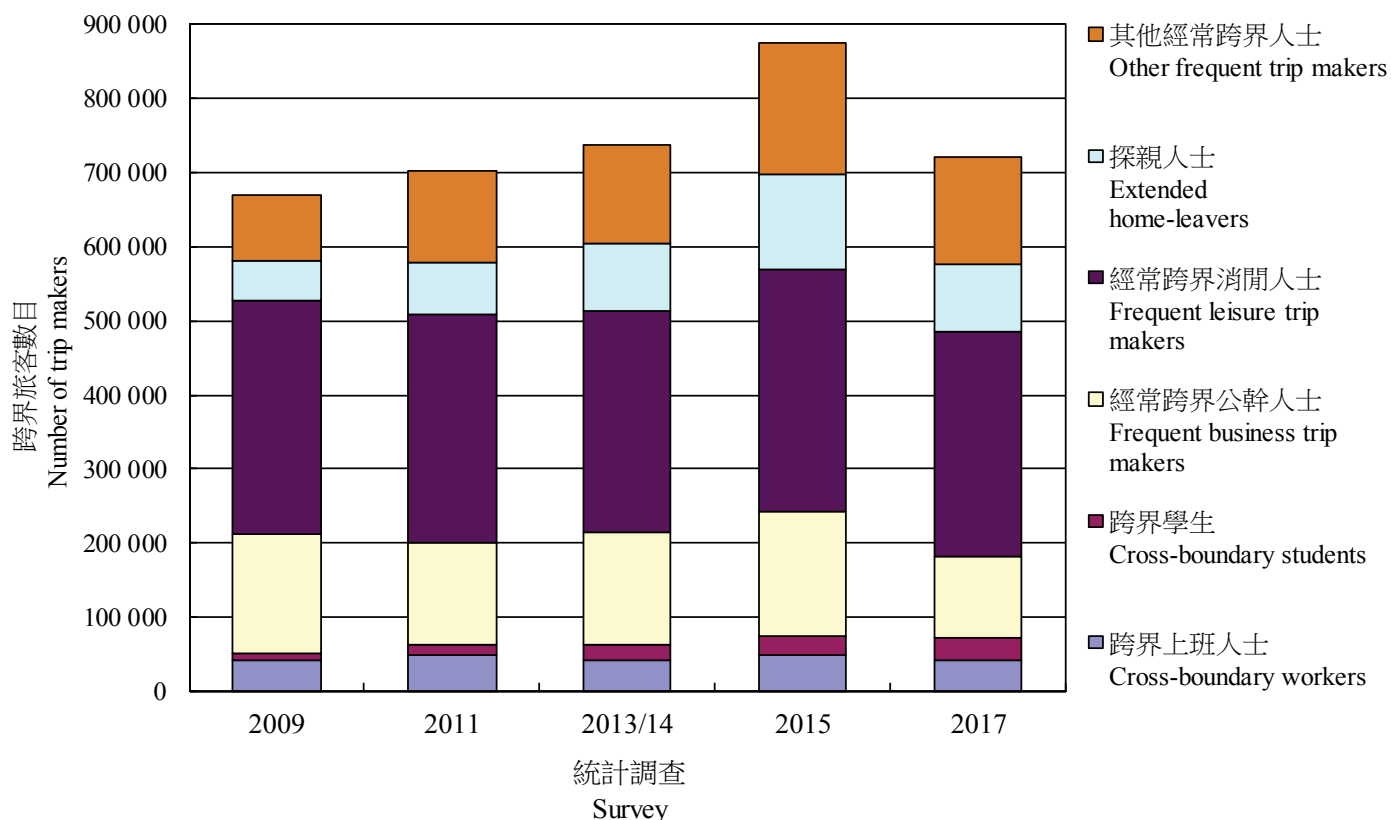
有不少人為着不同目的而經常往來香港及內地。「經常跨界旅客」是指通常每星期至少一次往來香港及內地的人士。他們的數目估計由二零一五年的875 900人，下跌至二零一七年的721 400。(表 3B.1)

3B. Profiles of Frequent Trip Makers between Hong Kong and the Mainland

3B.1 Overview

Many individuals travelled across the boundary frequently for various purposes. “Frequent trip makers” are defined as those who usually travelled at least once a week between Hong Kong and the Mainland. Their estimated number decreased from 875 900 in 2015 to 721 400 in 2017. (Table 3B.1)

圖 3B.1 : 按經常跨界旅客類型劃分的經常往來香港及內地的跨界旅客數目
Chart 3B.1 : Number of Frequent Trip Makers between Hong Kong and the Mainland by Type of Frequent Trip Makers



根據這些經常跨界旅客的跨界頻率及目的，我們把他們歸類為：

- 跨界上班人士
- 跨界學生
- 經常跨界公幹人士
- 經常跨界消閒人士
- 探親人士
- 其他經常跨界人士

「經常跨界旅客」中經常跨界消閒人士仍佔最大的比例，其比例由二零一五年的 37.3% 上升至二零一七年的 41.8%。經常跨界公幹人士的比例由 19.1% 下跌至 15.5%。各類經常跨界旅客的特徵將在下面詳細討論。(表 3B.1)

3B.2 跨界上班人士

跨界上班人士是指十五歲或以上，每星期四次或以上到邊界的另一面上班的人士。這類人士的數目由二零一五年的 47 600 人，下跌至二零一七年的 42 500 人。(表 3B.1)

居於香港人士

居住於香港而在內地上班的跨界上班人士的數目由二零一五年的 21 500 人下跌至二零一七年的 17 300 人。(表 3B.1)

居住於香港的跨界上班人士當中，女性的比例由二零一五年的 30.9% 下跌至二零一七年的 20.6%。相應地，性別比率由二零一五年的二點二名男性對一名女性上升至二零一七年的三點九名男性對一名女性。(表 3B.2a)

Based on their travelling frequencies and purposes, the frequent trip makers can be categorised into the following groups:

- Cross-boundary workers
- Cross-boundary students
- Frequent business trip makers
- Frequent leisure trip makers
- Extended home-leavers (visiting family members/relatives)
- Other frequent trip makers

Frequent leisure trip makers still constituted the largest share of frequent trip makers, its proportion increased from 37.3% in 2015 to 41.8% in 2017. The share of frequent business trip makers decreased from 19.1% to 15.5%. Characteristics of each category of frequent trip makers are discussed below. (Table 3B.1)

3B.2 Cross-boundary Workers

These are people aged 15 and over who travelled at least four times a week from home to the place of work on either side of the boundary. Their number decreased from 47 600 in 2015 to 42 500 in 2017. (Table 3B.1)

Those who were living in Hong Kong

The number of cross-boundary workers who were living in Hong Kong but working in the Mainland dropped from 21 500 in 2015 to 17 300 in 2017. (Table 3B.1)

The proportion of female cross-boundary workers living in Hong Kong decreased from 30.9% in 2015 to 20.6% in 2017. Correspondingly, the sex ratio grew from 2.2 males to 1 female in 2015 to 3.9 males to 1 female in 2017. (Table 3B.2a)

Passenger Trips between Hong Kong and the Mainland

居於內地人士

二零一七年有 25 300 名跨界上班人士是居住於內地，較二零一五年的 26 000 人下跌 2.9%。(表 3B.1)

較居住於香港的人士，這些跨界上班人士仍以男性為主。二零一七年的性別比率為三點二名男性對一名女性。(表 3B.3a)

這些跨界上班人士當中，大部分居於深圳(佔 98.5%)。(表 3B.3b)

3B.3 跨界學生

跨界學生定義已於二零一四年因香港實施新學制而作出修訂。跨界學生指居住於內地，而每星期四次或以上跨界到香港上學的 18 歲或以下(二零一一年或以前的統計調查為 19 歲或以下)香港居民。於二零一七年，估計有 28 280 名跨界學生，較二零一五年的 27 790 名學生輕微上升 1.8%。(表 3B.1)

這些學生中，有 13.3%的年齡為 5 歲或以下，65.3%的年齡為 6 至 11 歲，而介乎 12 至 18 歲的則佔 21.4%。(表 3B.4a)

另有一些學生是透過行政上的特別安排，經沙頭角中英街跨界到香港上學。由於是次統計調查沒有涵蓋中英街，因此實際上的跨界學生可能會更多。

Those who were living in the Mainland

There were 25 300 cross-boundary workers living in the Mainland in 2017. It represented a decrease of 2.9% from 26 000 in 2015. (Table 3B.1)

Compared with those living in Hong Kong, these cross-boundary workers remained predominantly male, with a sex ratio of 3.2 males to 1 female in 2017. (Table 3B.3a)

Most of these cross-boundary workers (98.5%) were living in Shenzhen. (Table 3B.3b)

3B.3 Cross-boundary Students

The definition of cross-boundary students was revised in 2014 following the implementation of new school curriculum in Hong Kong. Cross-boundary students refer to Hong Kong Residents aged 18 and below (19 and below in the 2011 Survey and before) who were living in the Mainland but travelled across the boundary on at least four times a week to go to schools in Hong Kong. There were about 28 280 cross-boundary students in 2017, representing a slight increase of 1.8% from 27 790 students in 2015. (Table 3B.1)

Among these students, 13.3% aged 5 and below, 65.3% of them aged between 6 and 11, and 21.4% aged between 12 and 18. (Table 3B.4a)

There were other students who crossed the boundary for schooling via Chung Ying Street in Sha Tau Kok under special administrative arrangement. As Chung Ying Street was not covered in this survey, the actual number of cross-boundary students would be higher.

3B.4 經常跨界公幹人士

經常跨界公幹人士是指十五歲或以上，因公幹而每星期最少跨界一次的人士。他們的數目由二零一五年的 167 400 人下跌 33.1% 至二零一七年的 111 900 人。(表 3B.1)

居於香港人士

居於香港的經常跨界公幹人士的數目，由二零一五年的 135 900 人下跌至二零一七年的 87 200 人，跌幅為 35.8%。(表 3B.1)

至於他們在二零一七年所從事的行業中，製造業佔 34.3%，進出口、批發及零售業佔 28.4%。二零一五年的相應比例分別為 34.1% 及 27.2%。(表 3B.5c)

居於內地人士

於二零一七年，有 24 700 名經常跨界公幹人士居住於內地，較二零一五年下跌 21.5%。(表 3B.1)

在二零一七年居於內地的經常公幹跨界人士中，從事進出口、批發及零售業佔 30.1%，其次為製造業(17.8%)。(表 3B.6c)

3B.5 經常跨界消閒人士

這些人士通常每星期跨界到內地或香港消閒至少一次。他們的數目由二零一五年的 326 500 人下跌 7.7% 至二零一七年的 301 500 人。(表 3B.1)

3B.4 Frequent Business Trip Makers

These are people aged 15 and over who travelled frequently (i.e. at least once a week) across the boundary for business purpose. The number of frequent business trip makers decreased by 33.1% from 167 400 in 2015 to 111 900 in 2017. (Table 3B.1)

Those who were living in Hong Kong

The number of frequent business trip makers who were living in Hong Kong decreased from 135 900 in 2015 by 35.8% to 87 200 in 2017. (Table 3B.1)

By industry type in 2017, 34.3% of them were engaged in manufacturing, and 28.4% in import/export, wholesale and retail trades. The corresponding proportions in 2015 were 34.1% and 27.2% respectively. (Table 3B.5c)

Those who were living in the Mainland

There were about 24 700 frequent business trip makers living in the Mainland in 2017, representing a decrease of 21.5% from 2015. (Table 3B.1)

By industry type in 2017, 30.1% of the frequent business trips makers living in the Mainland were working in import/export, wholesale and retail trades, followed by manufacturing (17.8%). (Table 3B.6c)

3B.5 Frequent Leisure Trip Makers

These people usually travelled across the boundary mainly for leisure purpose at least once a week. Their number decreased by 7.7% from 326 500 in 2015 to 301 500 in 2017. (Table 3B.1)

Passenger Trips between Hong Kong and the Mainland

居於香港人士

在二零一七年居住於香港的經常跨界消閒人士中，每星期只到內地消閒一次的佔 65.3%，而每星期到內地兩至三次的佔 26.1%。(表 3B.7a)

這些人士當中，65.3%是男性及 39.1%是介乎 25 至 44 歲的人士。(表 3B.7b)

居於內地人士

於二零一七年，居住於內地的經常跨界消閒人士中有 67.3%是通常每星期來香港一次，而每星期來香港兩至三次的佔 19.1%。(表 3B.8a)

這些經常跨界消閒人士中有 58.7%是女性，而 69.0%是介乎 25 至 44 歲的人士。(表 3B.8b)

3B.6 探親人士

這類人士每星期往邊界的另一面探望家人或親戚至少一次。他們的數目由二零一五年的 128 000 人下跌至二零一七年的 92 700 人。(表 3B.1)

居於香港人士

居於香港的探親人士數目由二零一五年的 84 000 人下跌至二零一七年的 69 200 人，跌幅為 17.7%。(表 3B.1)

這些探親人士當中，有 67.1%每星期探望居於內地的親友一次，每星期兩至三次的有 23.1%，其餘的是每星期四次或以上。(表 3B.9a)

Those who were living in Hong Kong

Of the frequent leisure trip makers living in Hong Kong in 2017, 65.3% travelled to the Mainland once a week and 26.1% did so two to three times a week. (Table 3B.7a)

About 65.3% of them were males and 39.1% of them were aged between 25 and 44. (Table 3B.7b)

Those who were living in the Mainland

In 2017, 67.3% of those frequent leisure trip makers living in the Mainland usually travelled to Hong Kong once a week and 19.1% did so two to three times a week. (Table 3B.8a)

58.7% of these leisure trip makers were females and 69.0% of them were aged between 25 and 44. (Tables 3B.8b)

3B.6 Extended Home-leavers (Visiting Family Members/Relatives)

These people travelled at least once a week to visit their family members or relatives on either side of the boundary. Their number decreased from 128 000 in 2015 to 92 700 in 2017. (Table 3B.1)

Those who were living in Hong Kong

The number of extended home-leavers living in Hong Kong dropped by 17.7% from 84 000 in 2015 to 69 200 in 2017. (Table 3B.1)

Of these extended home-leavers, 67.1% visited their relatives living in the Mainland once a week, 23.1% visited two to three times a week and the rest did so four times or more a week. (Table 3B.9a)

他們以男性為主，佔 56.8%，而 43.6% 的人士年齡是介乎 25 至 44 歲，年齡中位數為 38 歲。(表 3B.9b)

居於內地人士

在二零一七年，居住於內地的探親人士有 23 500 名，較二零一五年大幅下跌 46.5%。這些人士當中，有 65.7% 是每星期來香港探望居港親友一次的，而每星期兩至三次所佔的比率則由 20.8% 上升至 22.4%。(表 3B.10a)

與居於香港同類人士恰恰相反，他們超過一半是女性(51.3%)，年齡中位數為 40 歲。(表 3B.10b)

3B.7 其他經常跨界人士

這類人士每星期至少一次因應某些其他目的而跨界到內地或香港。他們的數目由二零一五年的 178 600 人下跌至二零一七年的 144 500 人，跌幅為 19.1%。(表 3B.1)

這類經常跨界人士當中，不少是為著工作而經常跨界到內地或香港的，但頻率比跨界上班人士為低(即每星期少於四次)。

居於香港人士

約 97 300 名其他經常跨界人士(佔其他經常跨界人士數目的 67.3%)是居住於香港。當中，每星期跨界上班一至三次的有 24 300 人，較二零一五年時下跌 42.2%。這些人士大部分是男性(佔 74.8%)。(表 3B.11)

They were predominated by males, constituting 56.8%. And 43.6% of them were aged between 25 and 44, with a median age of 38. (Table 3B.9b)

Those who were living in the Mainland

In 2017, about 23 500 extended home-leavers were living in the Mainland, representing a huge decrease of 46.5% that of 2015. Among them, 65.7% visited their relatives living in Hong Kong once a week. The proportion of extended home-leavers travelled two or three times a week increased from 20.8% to 22.4%. (Table 3B.10a)

Contrary to those living in Hong Kong, more than half (51.3%) were females, with a median age of 40. (Table 3B.10b)

3B.7 Other Frequent Trip Makers

These people travelled frequently across the boundary at least once a week for a variety of purposes. Their number decreased by 19.1% from 178 600 in 2015 to 144 500 in 2017. (Table 3B.1)

This group of frequent trip makers included a large number of people who travelled frequently across the boundary also for work purpose but in a frequency less than that of cross-boundary workers (i.e. less than four times a week).

Those who were living in Hong Kong

Some 97 300 other frequent trip makers (or 67.3% of all other frequent trip makers) were living in Hong Kong. Among them, 24 300 persons crossed the boundary for work purpose (one to three times a week), representing a decrease of 42.2% over 2015. Most of them (74.8%) were males. (Table 3B.11)

Passenger Trips between Hong Kong and the Mainland

其餘的 72 900 人因各種工作以外的目的每星期到內地至少一次，如探望朋友及進修。與二零一五年比較，這些人士的數目下跌 15.2%。他們當中 66.8%是男性。(表 3B.11)

居於內地人士

約 47 200 名其他經常跨界人士居住於內地。當中，每星期到香港上班一至三次有 10 400 人(佔 22.0%)，這數目較二零一五年上升 48.8%。他們大部分是男性(佔 65.4%)。(表 3B.12)

其餘的 36 800 人因各種工作以外的目的每星期到香港至少一次，如探望朋友及進修。與二零一五年比較，這些人士的數目下跌 15.4%。當中約 50.7%是男性。(表 3B.12)

The remaining 72 900 persons travelled to the Mainland at least once a week for a variety of purposes other than work, such as visiting friends and study. Comparing with 2015, the number decreased by 15.2%. About 66.8% of them were males. (Table 3B.11)

Those who were living in the Mainland

Some 47 200 other frequent trip makers were living in the Mainland. Among them, 10 400 persons (or 22.0%) travelled to Hong Kong for work purpose (for one to three times a week). The number increased by 48.8% when compared with 2015. The majority of them (65.4%) were males. (Table 3B.12)

The remaining 36 800 persons travelled to Hong Kong at least once a week for a variety of purposes other than work, such as visiting friends and study. Comparing with 2015, the number of these persons decreased by 15.4%. 50.7% of them were males. (Table 3B.12)

4

往來香港及澳門的旅客行程 Passenger Trips between Hong Kong and Macao



Passenger Trips between Hong Kong and Macao

4.1 概覽

在二零一七年進行統計調查的兩個星期內，經港澳客運碼頭、中國客運碼頭及屯門客運碼頭往來香港及澳門的平均每日旅客人次為 53 300，與二零一五年錄得的平均每日 52 800 人次比較，升幅為 0.9%。(表 4.1a)

在分析往來香港及澳門旅客行程時，我們可按常居地將往來澳門旅客區分為以下四個類別：

- (a) **居於香港人士** - 在訪問時報稱香港為常居地的人士；
- (b) **居於內地人士** - 在訪問時報稱內地為常居地的人士；
- (c) **居於澳門人士** - 在訪問時報稱澳門為常居地的人士；及
- (d) **居於其他地方人士** - 包括所有經常在內地、香港及澳門以外地方居住的人士。當中包括少數在這些地方居住的內地、香港或澳門居民。

由於季節性的波動，在統計調查期的兩個星期內所錄得的平均每日跨界旅客行程人次，未必能夠反映有關年度全年的平均每日數字。另外，行政記錄顯示每年二至三月的平均每日跨界旅客行程較同年的十一至十二月略低，因此需小心詮釋二零一三至一四年(二零一四年二月二十四日至三月九日)及其他年份的統計調查結果所顯示的表面上變化。

4.1 Overview

During the two-week survey period in 2017, there were an average daily of 53 300 passenger trips between Hong Kong and Macao made through the Hong Kong-Macao Ferry Terminal, Hong Kong-China Ferry Terminal and Tuen Mun Ferry Terminal in both directions, representing an increase of 0.9% over the average daily of 52 800 trips recorded in 2015. (Table 4.1a)

Four different groups of passengers on the basis of their usual places of residence can be distinguished for analytical purposes of trips between Hong Kong and Macao, namely:

- (a) **People Living in Hong Kong** - people who reported “Hong Kong” as their usual place of residence during the enumeration;
- (b) **People Living in the Mainland** - people who reported “the Mainland” as their usual place of residence during the enumeration;
- (c) **People Living in Macao** - people who reported “Macao” as their usual place of residence during the enumeration; and
- (d) **People Living in Other Places** - all people who were usually living in places outside the Mainland, Hong Kong and Macao. A small number of Mainland, Hong Kong and Macao residents usually living in such places were included.

Due to seasonal fluctuations, the number of average daily cross-boundary passenger trips observed during the two-week survey period may not be representative of the situation for the whole year. In addition, administrative records show that the number of average daily cross-boundary passenger trips in February to March each year was slightly lower than the corresponding figures in November to December of the same year. Therefore, caution should be exercised in interpreting the apparent changes as implied by the results of the 2013/14 Survey (24 February to 9 March 2014) and Surveys in other years.

往來香港及澳門的旅客行程

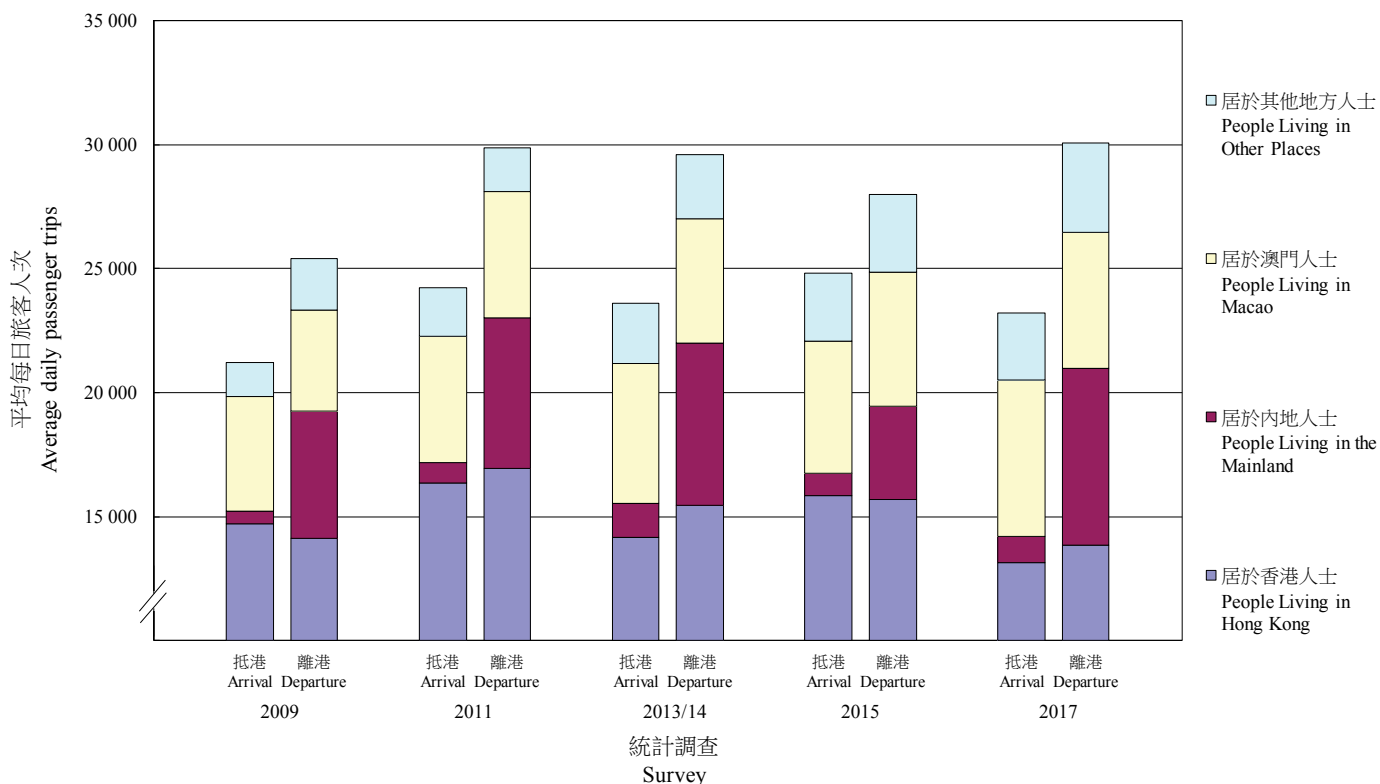
往來香港及澳門的旅客行程較多為**居於香港人士**，於二零一七年他們佔所有旅客行程的 50.6%，較二零一五年的 59.7% 為低。而這類人士的行程實際數目亦由二零一五年的平均每日 31 500 人次下跌 14.4% 至二零一七年的 27 000 人次。(表 4.1a)

居於內地人士的往來香港及澳門的旅客行程由二零一五年的平均每日 4 700 人次增加 76.3% 至二零一七年的 8 200 人次。值得注意的是這類人士的離港行程數目(平均每日 7 100 人次)較抵港的行程數目(平均每日 1 100 人次)多，顯示有不少**居於內地人士**從香港往澳門後，直接從當地回內地，而不再途經香港。(表 4.1a)

A higher proportion of trips between Hong Kong and Macao were made by **People Living in Hong Kong**. They took up 50.6% of all trips in 2017, which was lower than that of 59.7% in 2015. In terms of numbers, trips made by these people decreased by 14.4%, from an average daily of 31 500 in 2015 to 27 000 in 2017. (Table 4.1a)

The number of trips between Hong Kong and Macao made by **People Living in the Mainland** increased by 76.3% from an average daily of 4 700 in 2015 to 8 200 in 2017. It is noted that departure trips to Macao (an average daily of 7 100 trips) outnumbered arrival trips (an average daily of 1 100 trips), suggesting that it was common for **People Living in the Mainland** to travel from Hong Kong to Macao and then returned to the Mainland directly from Macao rather than through Hong Kong. (Table 4.1a)

圖 4.1：按方向及常居地劃分的往來香港及澳門的平均每日旅客人次
Chart 4.1 : Average Daily Passenger Trips between Hong Kong and Macao by Direction and Usual Place of Residence



Passenger Trips between Hong Kong and Macao

於二零一七年，平均每日有 11 800 人次的旅客行程屬於**居於澳門人士**，相比二零一五年的 10 800 上升 9.4%。這類人士所佔的比例亦由二零一五年的 20.4% 上升至二零一七年的 22.1%。(表 4.1a)

在二零一七年，**居於其他地方人士**的行程數目佔所有往來香港及澳門旅客行程的 11.9%，即平均每日有 6 300 人次。(表 4.1a)

選擇某管制站的原因

在平均每日的 53 300 旅客人次中，42 000 人次使用港澳客運碼頭，9 700 人次使用中國客運碼頭及 1 600 人次使用屯門客運碼頭。48.4%(平均每日 25 800 人次)在選擇管制站時，主要考慮是否鄰近行程起訖點。(表 4.1b)

4.2 居於香港人士的行程

往澳門的行程目的

居於香港人士往來澳門的行程當中，大部分的行程目的是消閒。這類人士在二零一七年平均每日 27 000 人次的行程中，消閒行程佔 59.6%、公幹行程佔 17.1% 及探望親友行程佔 16.8%。與二零一五年比較，消閒行程的數目減少 18.5%，由平均每日 19 700 人次下跌至二零一七年的 16 100 人次。(表 4.2a)

There were an average daily of 11 800 trips made by **People Living in Macao** in 2017, which increased by 9.4% as compared with that of 10 800 trips in 2015. Its share also increased from 20.4% in 2015 to 22.1% in 2017. (Table 4.1a)

In 2017, trips made by **People Living in Other Places** constituted 11.9% of all trips between Hong Kong and Macao, or an average daily of 6 300 trips. (Table 4.1a)

Reason for the Choice of a Particular Control Point

Among the average daily of 53 300 trips, 42 000 trips used the Hong Kong-Macau Ferry Terminal, 9 700 trips used the Hong Kong-China Ferry Terminal and 1 600 trips used the Tuen Mun Ferry Terminal. 48.4% (an average daily of 25 800 trips) considered the proximity to the trip ends as the main reason for the choice of control points. (Table 4.1b)

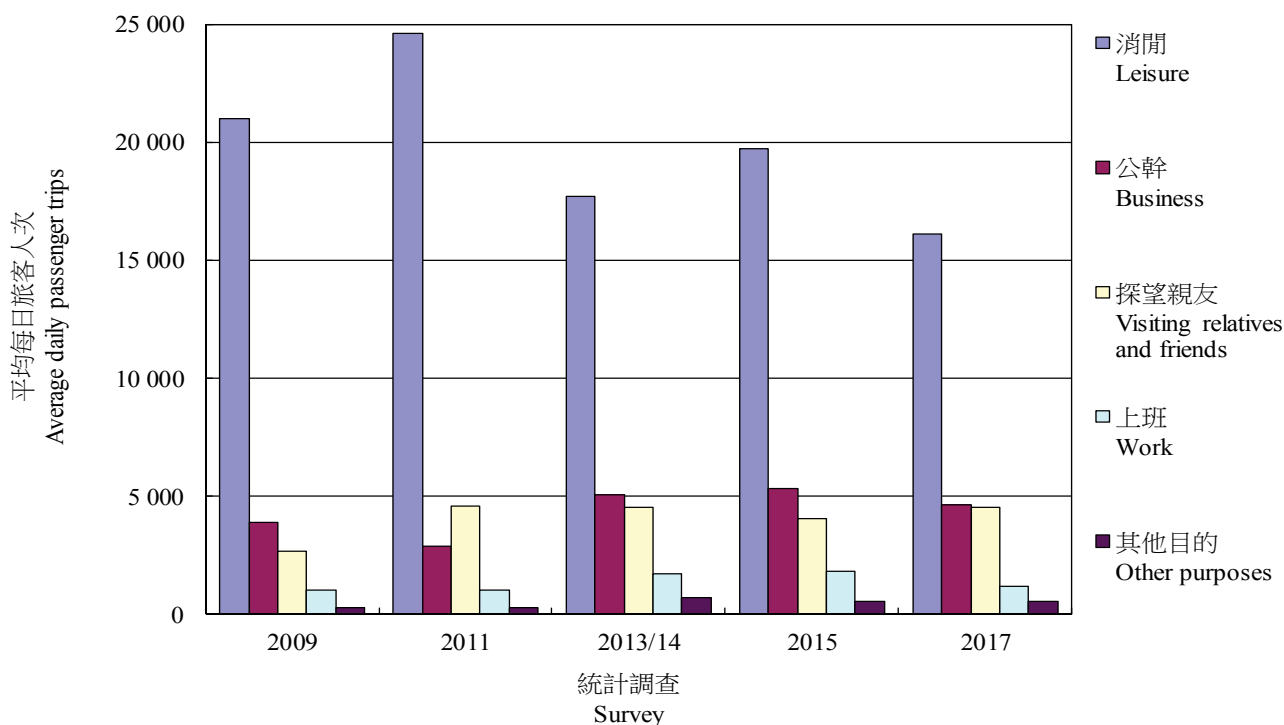
4.2 Trips Made by People Living in Hong Kong

Trip Purpose to Macao

A large proportion of **People Living in Hong Kong** visited Macao for leisure. Of the average daily of 27 000 trips they made in 2017, 59.6% were for leisure, 17.1% for business and 16.8% for visiting relatives and friends. Compared with 2015, the average daily leisure trips decreased by 18.5% from 19 700 to 16 100 in 2017. (Table 4.2a)

圖 4.2：按往澳門行程目的劃分的居於香港人士往來香港及澳門的平均每日旅客人次

Chart 4.2 : Average Daily Passenger Trips between Hong Kong and Macao made by People Living in Hong Kong by Trip Purpose to Macao



在澳門的逗留時間

在二零一七年，**居於香港人士**的不過夜旅客行程比例為 47.6% (即平均每日 12 800 人次)，逗留一至兩晚的旅客行程比例為 44.2%，而逗留三晚或以上的旅客行程數目則只有 7.0%。(表 4.2b)

Duration of Stay in Macao

In 2017, the proportion of same-day trips made by **People Living in Hong Kong** was 47.6% (or an average daily of 12 800 trips), 44.2% of the trips made by these people lasted for one to two nights and only 7.0% of the trips lasted for three nights or more. (Table 4.2b)

4.3 居於內地人士的行程

往澳門的行程目的

居於內地人士經香港往澳門的主要目的是消閒 (88.4%)，其次是進修(4.6%)及公幹(4.5%)。與二零一五年比較，消閒的行程數目由平均每日 3 400 人次上升 83.3%至二零一七年的 6 300 人次。(表 4.3a)

4.3 Trips Made by People Living in the Mainland

Trip Purpose to Macao

The main purpose for **People Living in the Mainland** travelling to Macao through Hong Kong was leisure (88.4%), followed by study (4.6%) and business (4.5%). Compared with 2015, the number of leisure trips increased by 83.3%, from an average daily of 3 400 to 6 300 in 2017. (Table 4.3a)

Passenger Trips between Hong Kong and Macao

跟隨旅行團

在平均每日 8 200 人次的居於內地人士行程中，平均每日有 3 600 人次是跟隨旅行團。84.0%是使用非個人遊簽注，16.0%是一般個人遊簽注。(表 4.3b)

在澳門的逗留時間

在二零一七年，居於內地人士的不過夜旅客行程比例為 13.8%(即平均每日 1 000 人次)，而逗留一至兩晚的旅客行程比例則為 80.9%(即平均每日 5 800 人次)。(表 4.3c)

4.4 居於澳門人士的行程

往香港的行程目的

在二零一七年，居於澳門人士往來香港及澳門的平均每日 11 800 旅客行程中，消閒行程佔 39.0%。這個比例較二零一五年的 42.8%有所下跌，而這些行程的實際數目則維持於平均每日 4 600 人次。除了消閒外，這些人士亦有相當比例是來探望親友(27.7%)及公幹(13.2%)。(表 4.4a)

在香港的逗留時間

居於澳門人士的不過夜旅客行程比例為 61.1%，而逗留一至兩晚的旅客行程比例則為 32.6%。以行程數目而言，在二零一七年不過夜旅客平均每日有 7 200 人次，逗留一至兩晚則為平均每日 3 800 人次。(表 4.4b)

Travelled on Group Tours

Among the average daily of 8 200 trips made by *People Living in the Mainland*, an average daily of 3 600 trips were on group tours. 84.0% were made by non-Individual Visit Endorsement visitors, and 16.0% by general Individual Visit Endorsement visitors. (Table 4.3b)

Duration of Stay in Macao

The proportion of same-day trips made by *People Living in the Mainland* was 13.8% (or an average daily of 1 000 trips), while the proportion of trips lasted for one to two nights was 80.9% (or an average daily of 5 800 trips) in 2017. (Table 4.3c)

4.4 Trips Made by People Living in Macao

Trip Purpose to Hong Kong

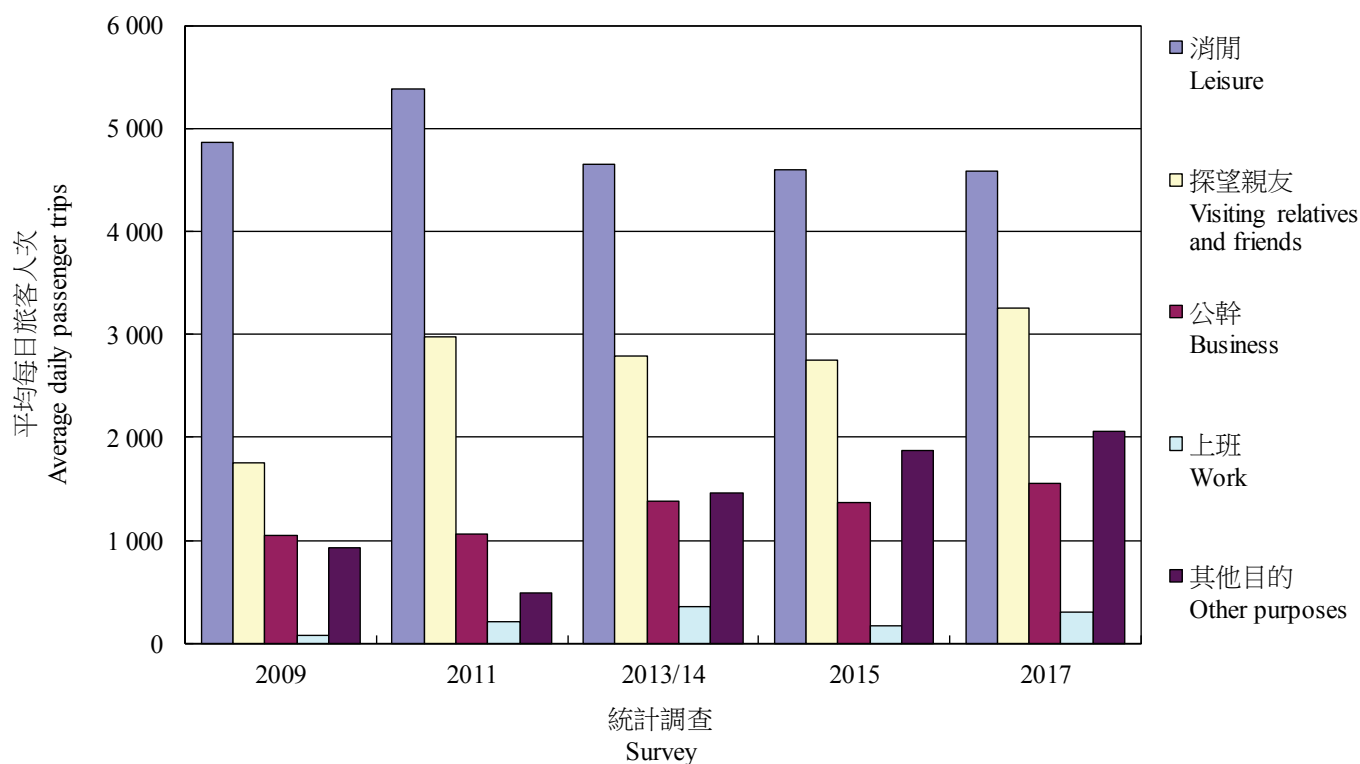
Of the average daily of 11 800 trips between Hong Kong and Macao made by *People Living in Macao* in 2017, 39.0% were for leisure. The proportion of leisure trips showed a decrease from that observed in 2015 (42.8%). In absolute terms, however, the average daily number of trips remained at 4 600. Apart from leisure, there were also quite a proportion of these people coming to visit relatives and friends (27.7%) and for business (13.2%). (Table 4.4a)

Duration of Stay in Hong Kong

The proportion of same-day trips made by *People Living in Macao* was 61.1%, while the proportion of trips lasted for one to two nights was 32.6%. In terms of numbers, there were 7 200 same-day trips and 3 800 trips lasted for one to two nights in 2017. (Table 4.4b)

圖 4.3：按來港行程目的劃分的居於澳門人士往來香港及澳門的平均每日旅客人次

Chart 4.3 : Average Daily Passenger Trips between Hong Kong and Macao made by People Living in Macao by Trip Purpose to Hong Kong



在香港的住宿類型

在平均每日 11 800 人次的居於澳門人士行程中，當中非香港居民在港逗留一晚或以上的行程為平均 3 200 人次。這些行程中，50.5% 住宿在酒店/賓館，26.1% 住宿在香港親友擁有或租住的物業，19.4% 住宿在自己或家人擁有或租住的物業。(表 4.4c)

Type of Accommodation in Hong Kong

Of the average daily of 11 800 trips made by *People living in Macao*, an average daily of 3 200 trips made by non-Hong Kong residents stayed in Hong Kong for one night or more. 50.5% of them stayed at hotel/guesthouse, followed by property owned/rented by relatives in Hong Kong (26.1%), and self/family-owned/rented property (19.4%). (Table 4.4c)

Passenger Trips between Hong Kong and Macao

4.5 居於其他地方人士的行程

往澳門的行程目的

在平均每日 6 300 人次的居於其他地方人士經香港往澳門行程中，大多數的目的是消閒(91.4%)，其實際數目較二零一五年上升 24.6%至二零一七年的平均每日 3 300 人次。其他行程目的包括探望親友(4.5%)及公幹(1.8%)。(表 4.5a)

在澳門的逗留時間

居於其他地方人士的不過夜旅客行程比例則為 50.0%，而逗留一至兩晚的旅客行程比例則為 42.1%。(表 4.5b)

4.5 Trips Made by People Living in Other Places

Trip Purpose to Macao

Of the average daily of 6 300 trips made by *People Living in Other Places* to Macao through Hong Kong, the majority was for leisure (91.4%), which increased by 24.6% to an average daily of 3 300 trips in 2017 as compared with 2015. Other purposes included visiting relatives and friends (4.5%) and business (1.8%). (Table 4.5a)

Duration of Stay in Macao

The proportion of same-day trips made by *People Living in Other Places* was 50.0%, while the proportion of trips lasted for one to two nights was 42.1%. (Table 4.5b)

5

車輛行程 Vehicle Trips



5.1 概覽

跨界車輛行程是指載客車輛(包括私家車、穿梭巴士及過境巴士)和貨車(包括貨櫃車及其他貨車)跨越香港與內地之間邊界的行程。貨車行程的特徵會按載貨情況及行程起訖點作出分析。另一方面，私家車行程及其他載客車輛行程則分別按起訖點及其載客數量作分析。

由於季節性的波動以及業務週期的變化，在統計調查期的兩個星期內所錄得的平均每日跨界車輛行程車次，未必能夠反映有關年度全年的平均每日數字。另外，運輸署公布的行政記錄顯示每年二至三月的平均每日跨界車輛行程較同年的十一至十二月為低，以過往五年為例，二零一二年、二零一三年、二零一四年、二零一五年及二零一六年二至三月的平均每日跨界車輛行程分別為 42 600、38 100、38 600、38 100 及 37 300 車次，而相對十一至十二月的有關數字為 43 700、44 200、42 700、42 900 及 45 700 車次，因此需小心詮釋二零一三至一四年(二零一四年二月二十四日至三月九日)及其他年份的統計調查結果所顯示的表面上變化。

在二零一七年為期兩星期的統計調查期內，使用四個陸路管制站的平均每日跨界車輛車次為 46 100，較二零一五年的平均每日 43 200 車次上升 6.8%。(表 5.1a)

離港行程及抵港行程均以星期五為高峰期，平均每日分別達 25 900 及 26 500 車次，較整體的平均數字高出 12.4%及 15.1%。(表 5.1a)

5.1 Overview

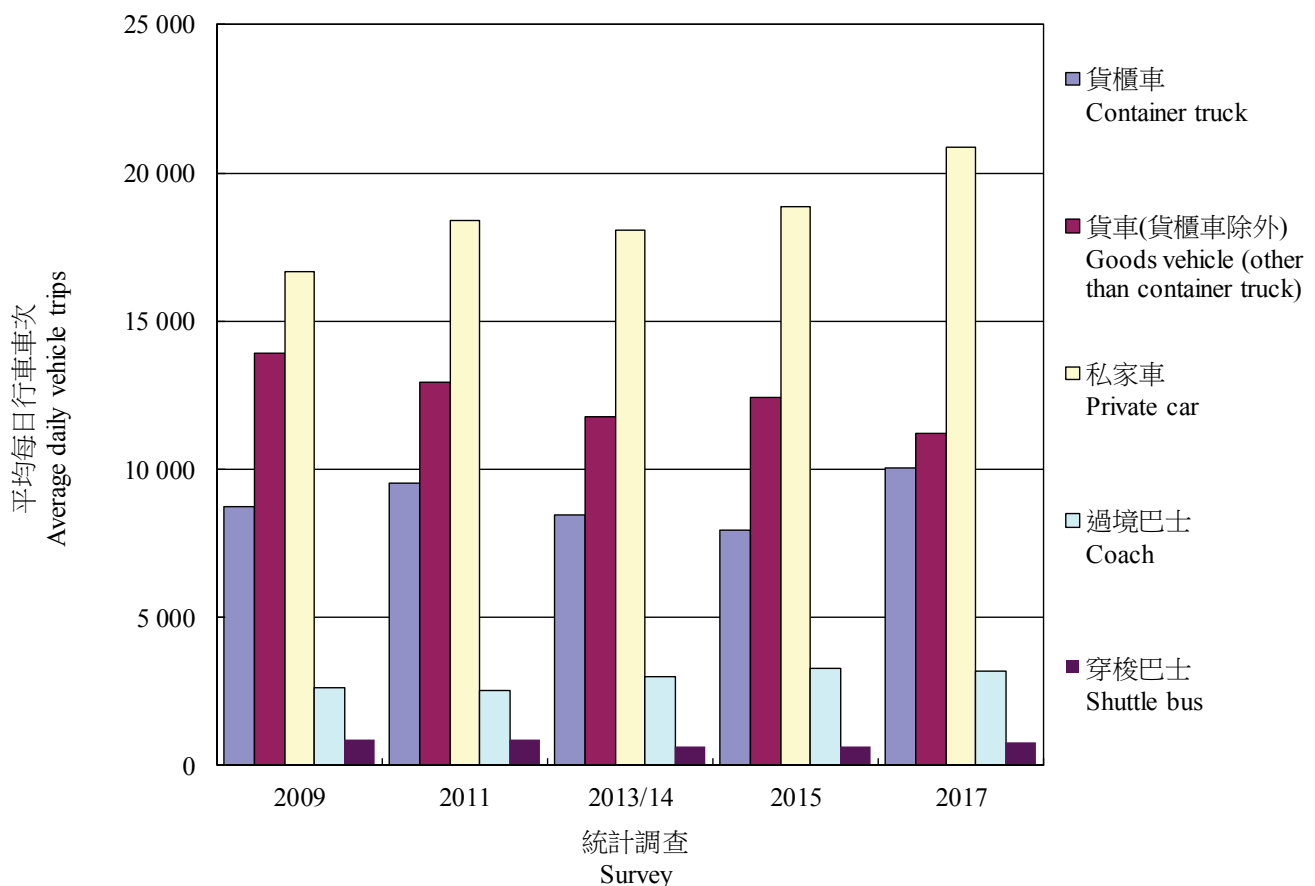
Cross-boundary vehicle trips refer to the movements of passenger vehicles, such as private cars, shuttle buses and coaches, as well as container trucks and other types of goods vehicles across the boundary between Hong Kong and the Mainland in either direction. Characteristics of goods vehicle trips are analysed with respect to the loading condition of the vehicles as well as trip end of the trips. On the other hand, private car trips and other passenger vehicle trips are analysed by trip end and the number of passengers carried respectively.

Due to seasonal fluctuations and variations over operating cycles for businesses, the number of average daily cross-boundary vehicle trips observed during the two-week survey period may not be representative of the situation for the whole year. In addition, administrative records published by the Transport Department show that the number of average daily cross-boundary vehicle trips in February to March each year was lower than the corresponding figures in November to December of the same year. Taking the past five years as an example, the average daily numbers of cross-boundary vehicle trips in February to March 2012, 2013, 2014, 2015 and 2016 were 42 600, 38 100, 38 600, 38 100 and 37 300 respectively, while the corresponding figures for November to December were 43 700, 44 200, 42 700, 42 900 and 45 700. Therefore, caution should be exercised in interpreting the apparent changes as implied by the results of the 2013/14 Survey (24 February to 9 March 2014) and Surveys in other years.

During the two-week survey period in 2017, there were an average daily of 46 100 cross-boundary vehicle trips at the four road-based control points, representing an increase of 6.8% as compared with the average daily of 43 200 trips in 2015. (Table 5.1a)

For both departure trips and arrival trips, the daily peaks were found on Fridays, with an average daily of 25 900 and 26 500 trips respectively, which were higher than the overall average daily by 12.4% and 15.1%. (Table 5.1a)

圖 5.1：按車輛類型劃分的往來香港及內地的平均每日行車車次
Chart 5.1 : Average Daily Vehicle Trips between Hong Kong and the Mainland by Vehicle Type



私家車行程數目由二零一五年的平均每日 18 900 車次，上升至二零一七年的 20 900 車次，上升 10.6%。另一方面，過境巴士行程數目則由平均每日 3 300 車次，下跌 3.1% 至 3 200 車次。經落馬洲管制站往來新田及皇崗的穿梭巴士行程數目則上升 21.7% 至二零一七年的平均每日 800 車次。(表 5.1b)

貨車(貨櫃車除外)行程數目由二零一五年的平均每日 12 400 車次下跌至二零一七年的 11 200 車次。貨櫃車行程數目錄得 26.5% 的升幅，由二零一五年的平均每日 7 900 車次上升至二零一七年的 10 000 車次。(表 5.1b)

The number of private car trips increased from an average daily of 18 900 in 2015 to 20 900 in 2017, representing an increase of 10.6%. On the other hand, the number of coach trips decreased by 3.1% from an average daily of 3 300 to 3 200. The number of shuttle bus trips between San Tin and Huanggang via the Lok Ma Chau Control Point increased by 21.7% to an average daily of 800 in 2017. (Table 5.1b)

The number of goods vehicle (other than container truck) trips decreased from an average daily of 12 400 in 2015 to 11 200 in 2017. The number of container truck trips recorded an increase of 26.5%, from an average daily of 7 900 in 2015 to 10 000 in 2017. (Table 5.1b)

Vehicle Trips

就佔有率而言，貨車行程佔全部車輛行程的比例由二零一五年的 47.2% 下跌至二零一七年的 46.1%。私家車的比例則由 43.7% 上升至 45.3%。穿梭巴士的比例由 1.5% 輕微上升至 1.7%，而過境巴士的比例則由二零一五年的 7.6% 下跌至二零一七年的 6.9%。(表 5.1b)

5.2 貨車車輛行程

貨車類型

在平均每日 21 300 車次的貨車行程中，47.2% 是貨櫃車，而中、重型貨車則佔 46.2%。輕型貨車及小型貨車只分別佔 4.6% 及 2.0%。(表 5.2a)

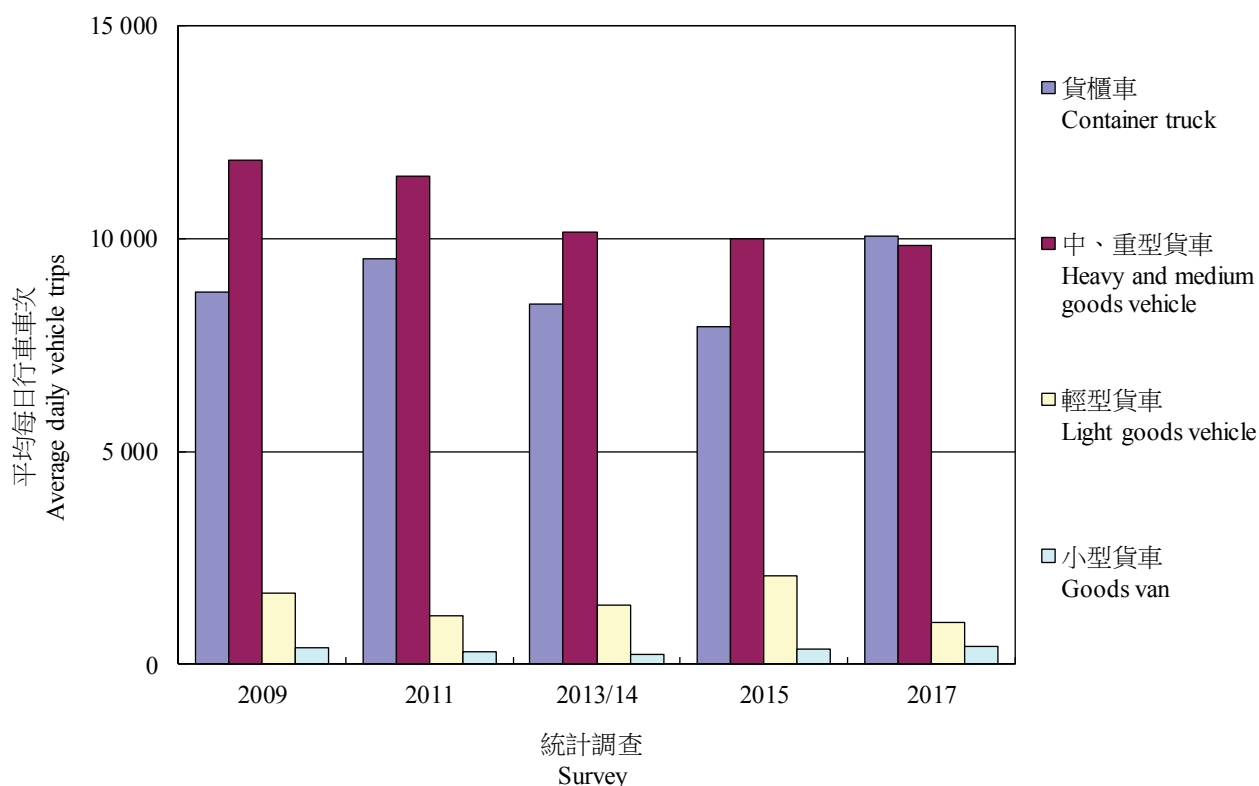
In terms of share among all vehicle trips, goods vehicle trips decreased from 47.2% in 2015 to 46.1% in 2017. Private car trips increased from 43.7% to 45.3%. Shuttle bus trips increased slightly from 1.5% to 1.7% and coach trips decreased from 7.6% in 2015 to 6.9% in 2017. (Table 5.1b)

5.2 Goods Vehicle Trips

Goods Vehicle Type

Of the average daily of 21 300 goods vehicle trips, 47.2% were made by container trucks and 46.2% by heavy and medium goods vehicles. Light goods vehicles and goods vans shared only 4.6% and 2.0%, respectively. (Table 5.2a)

圖 5.2 : 按貨車類型劃分的往來香港及內地的平均每日貨車車次
Chart 5.2 : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Goods Vehicle Type



所用管制站

在平均每日 21 300 車次往來香港及內地的跨界貨車行程中，半數以上是使用落馬洲管制站 (59.2%)。使用深圳灣管制站的貨車行程由二零一五年平均每日 2 200 車次上升至二零一七年的 3 400 車次。(表 5.2b)

載貨情況

按行程方向分析，沒有載貨的抵港行程比例由二零一五年的 24.2% 增加至二零一七年的 25.2%，沒有載貨的離港行程由 63.8% 上升至 66.1%。(表 5.2b)

在香港的起訖點

大部分跨界貨車行程都是以荃灣及葵青或新界北作起點或終點。在所有貨櫃車及其他貨車車輛行程中，40.2% 在荃灣及葵青及 25.4% 的起訖點在新界西北及 20.1% 在新界東北。(表 5.2c)

在實際數目方面，往來荃灣及葵青的貨車行程數目於二零一七年上升 52.9%，至平均每日 8 500 車次。往來新界西北的貨車行程數目卻下跌 9.1%，由二零一五年的平均每日 5 900 車次下跌至二零一七年的 5 400 車次。往來新界東北的貨車行程數目亦於二零一七年下跌 25.7%，至平均每日 4 300 車次。(表 5.2c)

Control Point Used

Among the average daily of 21 300 cross-boundary goods vehicle trips between Hong Kong and the Mainland, more than half of them used the Lok Ma Chau Control Point (59.2%). The average daily number of goods vehicle trips using the Shenzhen Bay Control Point increased substantially from an average daily of 2 200 in 2015 to 3 400 in 2017. (Table 5.2b)

Loading Condition

Analysed by flow direction, there was a rise in the proportion of unloaded arrival trips from 24.2% in 2015 to 25.2% in 2017. The proportion of unloaded departure trips increased from 63.8% to 66.1%. (Table 5.2b)

Trip End in Hong Kong

The majority of cross-boundary goods vehicle trips started or ended in Tsuen Wan and Kwai Tsing or the northern New Territories. Of all cross-boundary vehicle trips made by container trucks and other goods vehicles, 40.2% in Tsuen Wan and Kwai Tsing, 25.4% had the trip ends in the Northwest New Territories and 20.1% in the Northeast New Territories. (Table 5.2c)

In absolute terms, the number of goods vehicle trips to or from Tsuen Wan and Kwai Tsing increased by 52.9% to an average daily of 8 500 in 2017. However, the number of goods vehicle trips to or from the Northwest New Territories decreased by 9.1%, from an average daily of 5 900 in 2015 to 5 400 in 2017. The number of goods vehicle trips to or from the Northeast New Territories also decreased by 25.7% to an average daily trips of 4 300 in 2017. (Table 5.2c)

在內地的起訖點

在所有貨櫃車及其他貨車車輛行程當中，往來深圳的行程佔 60.6%，其次是東莞(24.7%)及廣州(5.5%)。只有 0.1%的行程是往來廣東省以外。(表 5.2d)

在實際數目方面，往來深圳的貨車車輛行程數目由二零一五年的平均每日 12 600 車次上升 2.6% 至二零一七年的 12 900 車次。往來東莞的貨車車輛行程數目亦有上升，由二零一五年平均每日 4 700 車次上升 11.9%至二零一七年的 5 200 車次。(表 5.2d)

5.3 載客車輛行程

私家車行程

所用管制站

在平均每日 20 900 車次往來香港及內地的私家車行程中，46.2%使用落馬洲管制站。雖然使用落馬洲管制站的私家車行程維持於平均每日 9 600 車次，但所佔的百分比由二零一五年的 50.7%下跌至二零一七年的 46.2%。另一方面，使用深圳灣管制站的私家車行程由二零一五年的平均每日 7 500 車次上升至二零一七年的 9 400 車次，升幅達 25.5%。(表 5.3a)

在香港的起訖點

於二零一七年，56.4%的私家車行程(即平均每日 11 800 車次)是以新界為行程起訖點，其次是九龍(27.6%)及香港島(16.0%)。(表 5.3b)

Trip End in the Mainland

Of all cross-boundary vehicle trips made by container trucks and other goods vehicles, 60.6% went to or came from Shenzhen, followed by Dongguan (24.7%) and Guangzhou (5.5%). Only 0.1% of these trips started or ended in places outside Guangdong Province. (Table 5.2d)

In absolute terms, the number of goods vehicle trips to or from Shenzhen increased by 2.6%, from an average daily of 12 600 in 2015 to 12 900 in 2017. The number of goods vehicle trips to or from Dongguan increased by 11.9%, from an average daily of 4 700 in 2015 to 5 200 in 2017. (Table 5.2d)

5.3 Passenger Vehicle Trips

Private Car Trips

Control Point Used

Of the average daily of 20 900 cross-boundary private car trips between Hong Kong and the Mainland, 46.2% used the Lok Ma Chau Control Point. Although the number of private car trips using the Lok Ma Chau Control Point remained at an average daily of 9 600, the percentage share decreased from 50.7% in 2015 to 46.2% in 2017. On the other hand, the average daily of private car trips using the Shenzhen Bay Control Point increased from 7 500 in 2015 to 9 400 in 2017, representing a significant increase of 25.5%. (Table 5.3a)

Trip End in Hong Kong

56.4% of the private car trips (or an average daily of 11 800 trips) were to or from the New Territories in 2017, followed by Kowloon (27.6%) and Hong Kong Island (16.0%). (Table 5.3b)

在內地的起訖點

大部分的私家車行程是往來深圳，佔二零一七年所有私家車行程的 66.7%，其次是往來東莞 (18.0%)。往來廣州的私家車所佔的車輛行程比例由二零一五年的 2.9% 上升至二零一七年的 5.3%。(表 5.3c)

過境巴士行程**所用管制站**

在平均每日 3 200 車次的過境巴士行程中，51.7% 使用落馬洲管制站。使用落馬洲管制站的過境巴士行程維持於平均每日 1 600 車次。(表 5.4a)

載客數量

過境巴士平均每程載客量於二零一七年較二零一五年祇有些微上升。與二零一五年平均每程載客 28.6 人比較，二零一七年的平均每程載客量為 29.0 人。同期間，載客 30 人以上的過境巴士所佔的車輛行程比例由 41.9% 上升至 44.5%。(表 5.4b)

穿梭巴士行程**載客數量**

跨界穿梭巴士每程平均載客數目，由二零一五年的 29.3 人增加至二零一七年的 37.5 人。二零一五年至二零一七年間載客 30 人以上的穿梭巴士所佔的車輛行程比例由 41.9% 上升至 67.7%。(表 5.5)

Trip End in the Mainland

The majority of the private car trips was to or from Shenzhen, accounted for 66.7% of all private car trips in 2017, followed by Dongguan (18.0%). The proportion of private car trips to or from Guangzhou increased from 2.9% in 2015 to 5.3% in 2017. (Table 5.3c)

Coach Trips**Control Point Used**

Among the average daily of 3 200 cross-boundary coach trips, 51.7% used the Lok Ma Chau Control Point. The average daily of coach trips using the Lok Ma Chau Control Point remained at 1 600. (Table 5.4a)

Number of Passengers Carried

The average number of passengers carried per cross-boundary coach trip recorded a minimal increase between 2015 and 2017. The average number of passengers carried in a coach trip was 29.0 in 2017, as compared with that of 28.6 in 2015. Over the same period, the proportion of coach trips carrying more than 30 passengers increased from 41.9% to 44.5%. (Table 5.4b)

Shuttle Bus Trips**Number of Passengers Carried**

The average number of passengers carried per cross-boundary shuttle bus trip, increased significantly from 29.3 in 2015 to 37.5 in 2017. However, the proportion of shuttle bus trips carrying more than 30 passengers increased from 41.9% in 2015 to 67.7% in 2017. (Table 5.5)

5.4 非職業私家車司機的跨界私家車行程^{5A}

二零一七年的統計調查顯示，在平均每日 16 400 車次由居住於香港的司機所駕駛的跨界私家車行程中，67.6%(即平均每日 11 100 車次)的司機是非職業司機，較二零一五年下跌 4.3%。至於由居住於內地的司機所駕駛的平均每日 4 400 車次中，有 50.8%(即平均每日 2 200 車次)的司機是非職業司機。(表 5.6a 及 5.7a)

居住於香港的非職業私家車司機

在二零一七年由居住於香港的非職業司機所駕駛的跨界私家車行程中，最常見的行程目的是公幹(50.5%)，其次是消閒(23.4%)、探望親友(14.8%)及上班(6.3%)。(表 5.6a)

這些行程約有 47.5%是不過夜的。逗留一至兩晚的有 45.5%，逗留三晚或以上則有 5.7%。(表 5.6b)

5.4 Cross-boundary Private Car Trips Made by Non-Occupational Private Car Drivers^{5A}

The 2017 Survey showed that of the average daily of 16 400 cross-boundary private car trips made by drivers who lived in Hong Kong, 67.6% (or an average daily of 11 100 trips) were made by non-occupational drivers, which decreased by 4.3% as compared with 2015. Among the average daily of 4 400 cross-boundary private car trips made by drivers who lived in the Mainland, 50.8% (or an average daily of 2 200 trips) were non-occupational drivers. (Tables 5.6a and 5.7a)

Non-occupational Private Car Drivers Living in Hong Kong

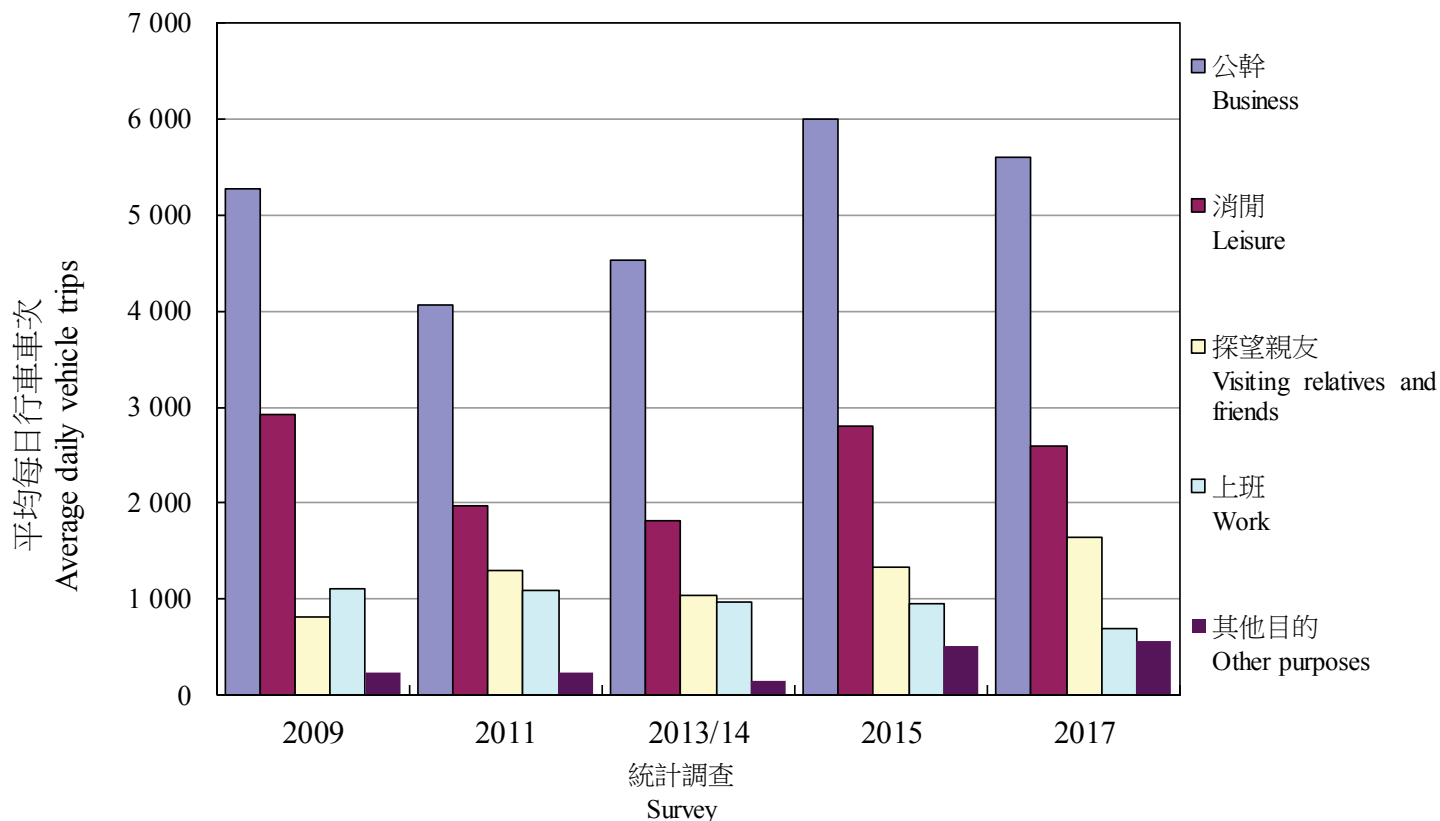
Of the cross-boundary private car trips to the Mainland made by non-occupational drivers who lived in Hong Kong in 2017, the most common trip purposes were business (50.5%), followed by leisure (23.4%), visiting relatives and friends (14.8%), and work (6.3%). (Table 5.6a)

About 47.5% of these trips were same-day trips, 45.5% lasted for one to two nights and 5.7% lasted for three nights or more. (Table 5.6b)

5A 職業司機指駕駛私家車跨界的人士，而在訪問時報稱他的職業是司機及他正在執行職務。非職業司機則指其餘駕駛私家車跨界的人士。
An occupational private car driver is defined as a person who drives a private car to cross the boundary and claims that vehicle driver is his/her occupation and he/she is on duty at the time of interview. A non-occupational private car driver is a person other than occupational driver.

圖 5.3：按往內地行程目的劃分的居於香港的非職業私家車司機
往來香港及內地的平均每日私家車車次

Chart 5.3 : Average Daily Private Car Trips between Hong Kong and the
Mainland made by Non-occupational Private Car Drivers Living in Hong Kong
by Trip Purpose to the Mainland



居住於內地的非職業私家車司機

居於內地的非職業私家車司機的行程目的較為分散，在二零一七年由居住於內地的非職業司機所駕駛的跨界私家車行程中，最常見的行程目的是公幹(29.5%)，其次是消閒(19.9%)、探望親友(14.8%)及上班(7.0%)。(表 5.7a)

這些行程的大部分(62.5%)是不過夜行程。逗留一至兩晚的有 29.2%，逗留三晚或以上的則有 6.4%。(表 5.7b)

Non-occupational Private Car Drivers Living in the Mainland

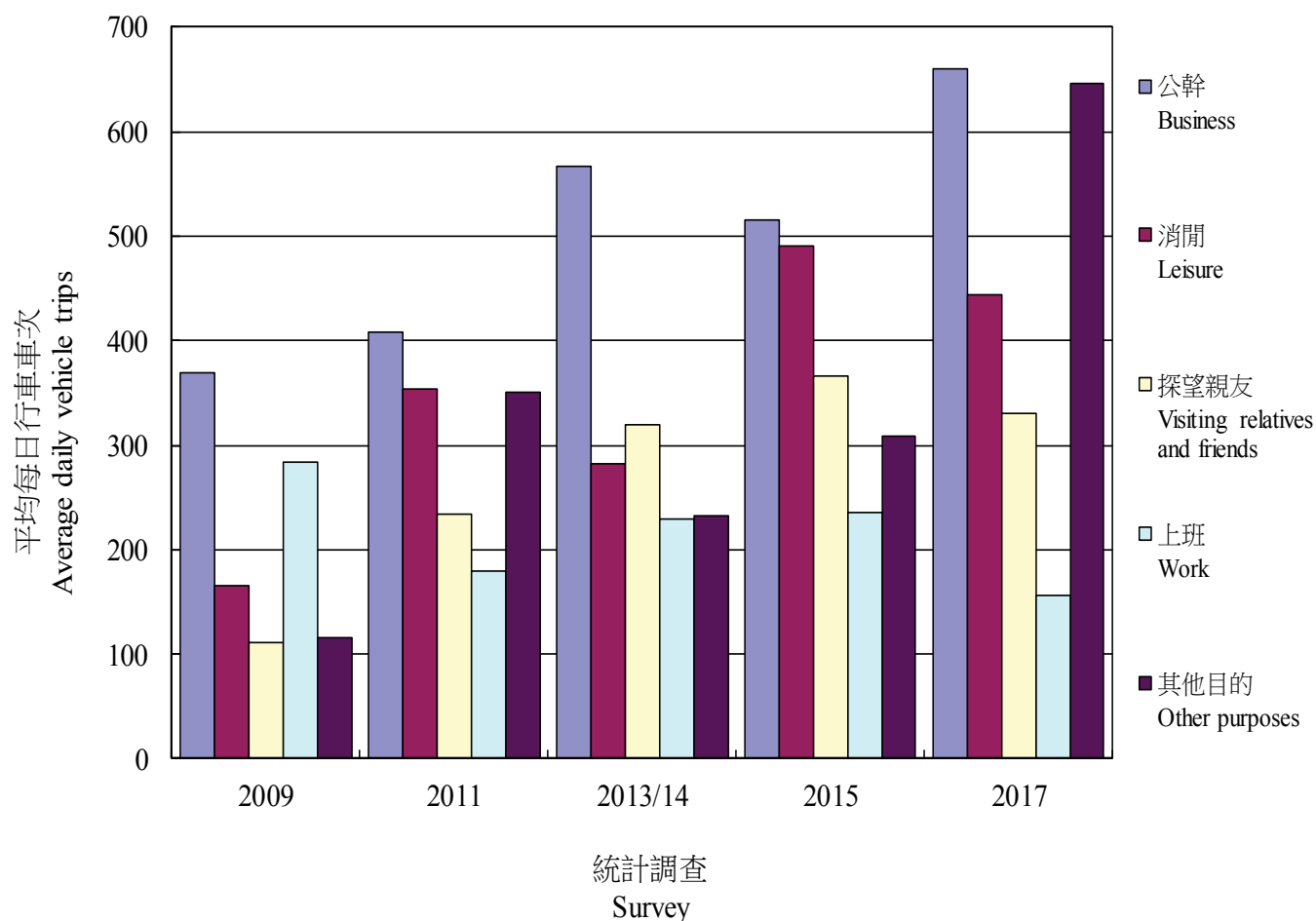
The trip purposes of non-occupational private car drivers who lived in the Mainland are more diverse. Of the private car trips to Hong Kong made by non-occupational drivers who lived in the Mainland in 2017, the most common trip purposes were business (29.5%), followed by leisure (19.9%), visiting relatives and friends (14.8%), and work (7.0%). (Table 5.7a)

The majority (62.5%) of these trips were same-day trips, 29.2% lasted for one to two nights and 6.4% lasted for three nights or more. (Table 5.7b)

Vehicle Trips

圖 5.4：按來港行程目的劃分的居於內地的非職業私家車司機
往來香港及內地的平均每日私家車車次

Chart 5.4 : Average Daily Private Car Trips between Hong Kong and the
Mainland made by Non-occupational Private Car Drivers Living in the Mainland
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表 1.1 : 按起訖點劃分的平均每日跨界旅客人次

Table 1.1 : Average Daily Cross-boundary Passenger Trips by Trip End

起訖點 Trip end	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
往來香港及內地 Between Hong Kong and the Mainland	504 600	91.5	562 400	91.2	604 900	91.9	648 800	92.5	666 700	92.6
往來香港及澳門 Between Hong Kong and Macao	46 600	8.5	54 100	8.8	53 200	8.1	52 800	7.5	53 300	7.4
總計 Total	551 300	100.0	616 500	100.0	658 100	100.0	701 600	100.0	720 000	100.0

表 3A.1a : 按週內每天及方向劃分的往來香港及內地的平均每日旅客人次

Table 3A.1a : Average Daily Passenger Trips between Hong Kong and the Mainland by Day of Week and Direction

週內每天 Day of week	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	抵港 Arrival	離港 Departure	抵港 Arrival	離港 Departure	抵港 Arrival	離港 Departure	抵港 Arrival	離港 Departure	抵港 Arrival	離港 Departure
星期一 Monday	236 800	242 300	268 600	271 500	289 700	302 300	305 200	304 500	315 100	307 400
星期二 Tuesday	226 500	228 700	251 100	254 000	274 300	275 200	303 100	300 100	301 300	295 400
星期三 Wednesday	234 600	230 400	252 800	248 500	281 300	274 000	301 600	298 000	303 100	293 700
星期四 Thursday	232 500	232 400	263 200	260 400	280 000	281 400	302 000	304 600	304 700	302 700
星期五 Friday	255 200	256 800	291 700	294 000	315 800	313 200	329 100	338 700	329 400	347 900
星期六 Saturday	275 000	323 200	311 600	358 200	331 900	366 800	351 600	405 700	375 600	428 500
星期日 Sunday	317 000	241 100	340 900	270 200	360 000	288 300	385 600	311 900	424 300	337 500
全星期 All Days	253 900	250 700	282 900	279 600	304 700	300 200	325 500	323 400	336 200	330 400

表 3A.1b : 按交通工具類型劃分的往來香港及內地的平均每日旅客人次

Table 3A.1b : Average Daily Passenger Trips between Hong Kong and the Mainland by Transport Mode

交通工具類型 Transport mode	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
邊界列車 Boundary train	264 800	52.5	292 000	51.9	295 000	48.8	316 000	48.7	318 400	47.8
過境巴士 Coach	58 000	11.5	54 700	9.7	69 500	11.5	86 200	13.3	89 500	13.4
穿梭巴士 Shuttle bus	47 100	9.3	40 500	7.2	26 700	4.4	17 300	2.7	33 500	5.0
私家車 Private car	22 900	4.5	25 600	4.5	27 100	4.5	25 200	3.9	30 700	4.6
飛機 Air	19 100	3.8	23 100	4.1	23 200	3.8	24 500	3.8	28 600	4.3
渡輪 Ferry	13 400	2.7	15 800	2.8	16 400	2.7	15 200	2.3	18 300	2.8
直通車 Through train	8 500	1.7	11 300	2.0	11 800	1.9	10 400	1.6	10 500	1.6
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	55 200	10.9	78 200	13.9	113 400	18.7	131 700	20.3	114 100	17.1
其他 Others	15 600	3.1	21 200	3.8	21 700	3.6	22 100	3.4	22 900	3.4
總計 Total	504 600	100.0	562 400	100.0	604 900	100.0	648 800	100.0	666 700	100.0

表 3A.1c : 按所用管制站劃分的往來香港及內地的平均每日旅客人次

Table 3A.1c : Average Daily Passenger Trips between Hong Kong and the Mainland by Control Point Used

所用管制站 Control point used	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
羅湖管制站 Lo Wu Control Point	237 300	47.0	254 400	45.2	235 400	38.9	222 200	34.3	229 400	34.4
落馬洲支線管制站 Lok Ma Chau Spur Line Control Point	71 000	14.1	98 900	17.6	136 200	22.5	180 600	27.8	156 900	23.5
紅磡管制站 Hung Hom Control Point	8 500	1.7	11 300	2.0	11 800	1.9	10 400	1.6	10 500	1.6
落馬洲管制站 Lok Ma Chau Control Point	94 000	18.6	81 900	14.6	72 700	12.0	72 600	11.2	83 200	12.5
文錦渡管制站 ⁽¹⁾ Man Kam To Control Point ⁽¹⁾	6 200	1.2	600	0.1	8 500	1.4	11 600	1.8	13 200	2.0
沙頭角管制站 Sha Tau Kok Control Point	6 800	1.4	7 800	1.4	8 300	1.4	8 200	1.3	8 600	1.3
深圳灣管制站 Shenzhen Bay Control Point	48 300	9.6	68 500	12.2	92 500	15.3	103 400	15.9	117 700	17.7
中國客運碼頭 Hong Kong-China Ferry Terminal	9 100	1.8	10 600	1.9	10 700	1.8	9 700	1.5	9 800	1.5
港澳客運碼頭 Hong Kong-Macau Ferry Terminal	4 200	0.8	5 200	0.9	5 700	0.9	5 500	0.8	8 400	1.3
屯門客運碼頭 ⁽²⁾ Tuen Mun Ferry Terminal ⁽²⁾	#	#	#	#	N.A.	N.A.	N.A.	N.A.	100	#
香港國際機場 Hong Kong International Airport	19 100	3.8	23 100	4.1	23 200	3.8	24 500	3.8	28 600	4.3
總計 Total	504 600	100.0	562 400	100.0	604 900	100.0	648 800	100.0	666 700	100.0

註釋：(1) 於二零一零年二月二十二日至二零一三年八月二十五日期間，文錦渡管制站只提供貨車及跨界學生的出入境檢查服務。而於二零一零年三月二十七日至二零一三年八月二十五日期間，有關管制站亦同時提供通關服務予乘坐指定班次的過境巴士旅客。

(2) 屯門客運碼頭於二零零六年十一月三日開始營運，並於二零一二年七月一日停止所有服務。其後於二零一六年一月二十八日起陸續恢復航線。

Notes : (1) From 22 February 2010 to 25 August 2013, clearance services at the Man Kam To Control Point were provided to goods vehicles and cross-boundary students only. From 27 March 2010 to 25 August 2013, clearance services were also provided to passengers using limited cross-boundary coach service.

(2) The Tuen Mun Ferry Terminal started operation on 3 November 2006, with all services ceased on 1 July 2012. Routes resumed services gradually from 28 January 2016 onwards.

表 3A.1d : 按所用管制站及選擇某管制站的原因劃分的往來香港及內地的平均每日旅客人次

Table 3A.1d : Average Daily Passenger Trips between Hong Kong and the Mainland by Control Point Used and Reason for the Choice of a Particular Control Point

選擇某管制站的原因 Reason for the choice of a particular control point		2017 統計調查 Survey					
		鄰近行程起訖點 Proximity to trip ends		鄰近接駁其他交通工具的樞紐 Proximity to the hubs for connecting transport		便捷利民的通關安排 Convenient customs, immigration and quarantine (CIQ) procedures	
		人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
所用管制站 Control point used							
羅湖管制站 Lo Wu Control Point	156 300	68.1	35 000	15.3	7 000	3.1	
落馬洲支線管制站 Lok Ma Chau Spur Line Control Point	106 300	67.7	20 000	12.7	2 100	1.3	
紅磡管制站 Hung Hom Control Point	4 500	42.5	900	8.6	1 400	13.0	
落馬洲管制站 Lok Ma Chau Control Point	33 400	40.1	9 700	11.7	9 500	11.4	
文錦渡管制站 Man Kam To Control Point	7 300	55.3	400	3.3	400	3.4	
沙頭角管制站 Sha Tau Kok Control Point	5 800	67.6	200	2.6	100	1.0	
深圳灣管制站 Shenzhen Bay Control Point	65 400	55.5	9 100	7.8	7 100	6.1	
中國客運碼頭 Hong Kong-China Ferry Terminal	5 100	51.5	600	5.6	700	7.5	
港澳客運碼頭 Hong Kong-Macau Ferry Terminal	4 000	47.1	500	5.4	100	1.4	
屯門客運碼頭 Tuen Mun Ferry Terminal	100	92.3	#	1.3	#	#	
香港國際機場* Hong Kong International Airport*	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	
總計 Total	388 100	60.8	76 400	12.0	28 600	4.5	

表 3A.1d : 按所用管制站及選擇某管制站的原因劃分的往來香港及內地的平均每日旅客人次(續)

Table 3A.1d : Average Daily Passenger Trips between Hong Kong and the Mainland by Control Point Used and Reason for the Choice of a Particular Control Point (Continued)

選擇某管制站的原因 Reason for the choice of a particular control point		2017 統計調查 Survey							
		最短行程距離 Shortest path to trip ends		旅行團安排 Arranged by group tours		其他 Others		總計 Total	
		人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
所用管制站 Control point used									
羅湖管制站 Lo Wu Control Point	9 000	3.9	2 000	0.9	20 100	8.8	229 400	100.0	
落馬洲支線管制站 Lok Ma Chau Spur Line Control Point	6 500	4.2	3 800	2.4	18 300	11.6	156 900	100.0	
紅磡管制站 Hung Hom Control Point	400	3.3	#	0.2	3 400	32.4	10 500	100.0	
落馬洲管制站 Lok Ma Chau Control Point	3 500	4.2	10 100	12.1	17 000	20.4	83 200	100.0	
文錦渡管制站 Man Kam To Control Point	400	3.4	400	3.3	4 200	31.5	13 200	100.0	
沙頭角管制站 Sha Tau Kok Control Point	200	2.4	#	0.4	2 200	26.0	8 600	100.0	
深圳灣管制站 Shenzhen Bay Control Point	6 000	5.1	4 300	3.7	25 800	21.9	117 700	100.0	
中國客運碼頭 Hong Kong-China Ferry Terminal	700	7.0	700	7.3	2 100	21.1	9 800	100.0	
港澳客運碼頭 Hong Kong-Macau Ferry Terminal	300	3.4	1 600	19.0	2 000	23.6	8 400	100.0	
屯門客運碼頭 Tuen Mun Ferry Terminal	#	0.1	#	#	#	6.3	100	100.0	
香港國際機場* Hong Kong International Airport*	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	
總計 Total	27 000	4.2	23 000	3.6	95 000	14.9	638 000	100.0	

註釋：* 由於香港國際機場是乘飛機出行的唯一可用管制站，故於二零一七年統計調查停止收集選用這管制站的原因。

Note : * Since the Hong Kong International Airport is the only control point available for travel by air, the reason for the choice of this control point was not collected in the 2017 Survey.

表 3A.1e : 按旅客類型劃分的往來香港及內地的平均每日旅客人次

Table 3A.1e : Average Daily Passenger Trips between Hong Kong and the Mainland by Passenger Type

旅客類型 Passenger type	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
居於香港人士 People Living in Hong Kong	342 600	67.9	341 800	60.8	314 200	51.9	338 900	52.2	319 800	48.0
居於內地的香港居民 Hong Kong Residents Living in the Mainland	53 000	10.5	70 800	12.6	82 400	13.6	100 800	15.5	116 600	17.5
來自內地的旅客 Visitors from the Mainland	94 400	18.7	136 600	24.3	195 800	32.4	196 200	30.2	216 600	32.5
居於其他地方人士 People Living in Other Places	14 600	2.9	13 200	2.3	12 400	2.1	12 800	2.0	13 600	2.0
總計 Total	504 600	100.0	562 400	100.0	604 900	100.0	648 800	100.0	666 700	100.0

表 3A.1f : 按性別及年齡組別劃分的往來香港及內地的平均每日旅客人次

Table 3A.1f : Average Daily Passenger Trips between Hong Kong and the Mainland by Sex and Age Group

性別 / 年齡組別 Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
男性 Male										
0-14	6 600	1.3	11 900	2.1	16 100	2.7	19 500	3.0	30 100	4.5
15-24	22 800	4.5	23 700	4.2	28 500	4.7	33 600	5.2	34 600	5.2
25-34	57 600	11.4	73 400	13.1	70 200	11.6	83 500	12.9	78 600	11.8
35-44	73 100	14.5	74 700	13.3	73 700	12.2	77 600	12.0	74 200	11.1
45-54	72 300	14.3	69 200	12.3	72 900	12.0	70 400	10.9	58 300	8.7
55-64	39 300	7.8	44 700	7.9	49 300	8.2	44 300	6.8	48 400	7.3
65 歲或以上 65 and above	21 700	4.3	24 200	4.3	30 600	5.1	29 800	4.6	46 400	7.0
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
男性總計 Male total	293 400	58.1	321 900	57.2	341 200	56.4	358 600	55.3	370 600	55.6
年齡中位數 Median age	42		41		42		40		40	
女性 Female										
0-14	7 300	1.4	9 500	1.7	12 800	2.1	15 600	2.4	25 600	3.8
15-24	20 500	4.1	26 100	4.6	34 600	5.7	42 300	6.5	43 500	6.5
25-34	55 700	11.0	72 600	12.9	77 700	12.8	91 500	14.1	79 800	12.0
35-44	52 300	10.4	58 200	10.3	60 100	9.9	64 400	9.9	64 800	9.7
45-54	42 800	8.5	41 800	7.4	44 100	7.3	42 600	6.6	38 800	5.8
55-64	22 900	4.5	22 500	4.0	24 900	4.1	23 400	3.6	27 100	4.1
65 歲或以上 65 and above	9 700	1.9	10 000	1.8	9 600	1.6	10 400	1.6	16 400	2.5
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
女性總計 Female total	211 200	41.9	240 500	42.8	263 700	43.6	290 200	44.7	296 100	44.4
年齡中位數 Median age	38		36		35		34		34	
全部總計 Both sexes	504 600	100.0	562 400	100.0	604 900	100.0	648 800	100.0	666 700	100.0
年齡中位數 Median age	40		39		39		36		37	
性別比率(相對每一名女 性的男性數目) Sex ratio (males per 1 female)	1.4		1.3		1.3		1.2		1.3	

表 3A.2a : 按往內地行程目的劃分的居於香港人士往來香港及內地的平均每日旅客人次

Table 3A.2a : Average Daily Passenger Trips between Hong Kong and the Mainland made by People Living in Hong Kong by Trip Purpose to the Mainland

往內地行程目的 Trip purpose to the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
消閒* Leisure*	191 500	55.9	167 600	49.0	131 900	42.0	137 700	40.6	146 200	45.7
探望親友 Visiting relatives and friends	59 800	17.5	76 100	22.3	85 000	27.1	103 100	30.4	92 200	28.8
公幹 Business	57 500	16.8	55 600	16.3	58 400	18.6	57 000	16.8	45 900	14.4
上班 Work	19 300	5.6	21 600	6.3	22 300	7.1	23 900	7.1	16 600	5.2
其他目的 Other purposes	14 400	4.2	20 900	6.1	16 500	5.2	17 200	5.1	18 900	5.9
總計 Total	342 600	100.0	341 800	100.0	314 200	100.0	338 900	100.0	319 800	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.2b : 按往內地行程目的及交通工具類型劃分的居於香港人士往來香港及內地的平均每日旅客人次
 Table 3A.2b : Average Daily Passenger Trips between Hong Kong and the Mainland made by People Living in Hong Kong by Trip Purpose to the Mainland and Transport Mode

往內地行程目的 / 交通工具類型 Trip purpose to the Mainland / Transport mode	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
消閒* Leisure*										
邊界列車 Boundary train	99 800	52.1	95 500	57.0	63 900	48.4	69 900	50.8	77 100	52.8
過境巴士 Coach	20 300	10.6	10 700	6.4	14 900	11.3	22 600	16.4	18 900	12.9
穿梭巴士 Shuttle bus	30 300	15.8	20 900	12.5	13 100	9.9	6 300	4.6	9 300	6.3
私家車 Private car	6 400	3.3	5 600	3.4	6 300	4.8	5 700	4.1	6 000	4.1
飛機 Air	5 400	2.8	3 800	2.3	2 100	1.6	3 500	2.5	5 300	3.6
渡輪 Ferry	2 800	1.4	2 900	1.8	1 600	1.2	1 700	1.3	1 900	1.3
直通車 Through train	700	0.4	900	0.5	800	0.6	700	0.5	500	0.4
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	20 700	10.8	23 700	14.1	25 300	19.2	27 300	19.8	27 100	18.6
其他 Others	5 100	2.7	3 600	2.1	3 800	2.9	#	#	100	#
小計 Sub-total	191 500	100.0	167 600	100.0	131 900	100.0	137 700	100.0	146 200	100.0
探望親友 Visiting relatives and friends										
邊界列車 Boundary train	36 800	61.5	44 500	58.4	47 900	56.4	57 400	55.7	46 000	49.9
過境巴士 Coach	6 200	10.3	5 700	7.5	8 800	10.3	10 900	10.6	13 700	14.9
穿梭巴士 Shuttle bus	4 900	8.2	5 500	7.2	3 600	4.2	2 500	2.4	5 100	5.5
私家車 Private car	1 700	2.9	2 200	2.9	2 700	3.2	3 600	3.5	4 500	4.9
飛機 Air	1 000	1.7	1 200	1.6	1 700	2.0	2 100	2.0	3 100	3.4
渡輪 Ferry	1 300	2.2	2 300	3.0	1 700	2.0	1 600	1.6	2 000	2.2
直通車 Through train	900	1.5	1 300	1.8	1 100	1.3	1 300	1.2	1 600	1.7
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	6 000	10.1	11 700	15.3	16 300	19.2	23 600	22.9	16 100	17.4
其他 Others	900	1.5	1 800	2.3	1 200	1.4	100	0.1	100	0.1
小計 Sub-total	59 800	100.0	76 100	100.0	85 000	100.0	103 100	100.0	92 200	100.0

表 3A.2b : 按往內地行程目的及交通工具類型劃分的居於香港人士往來香港及內地的平均每日旅客人次(續)
 Table 3A.2b : Average Daily Passenger Trips between Hong Kong and the Mainland made by People Living in Hong Kong by Trip Purpose to the Mainland and Transport Mode (Continued)

往內地行程目的 / 交通工具類型 Trip purpose to the Mainland / Transport mode	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
公幹 Business										
邊界列車 Boundary train	33 300	58.0	30 600	55.1	33 000	56.5	27 000	47.4	21 400	46.5
過境巴士 Coach	3 700	6.4	3 000	5.4	4 200	7.2	5 300	9.3	5 700	12.3
穿梭巴士 Shuttle bus	2 600	4.5	2 100	3.7	1 400	2.3	1 500	2.6	2 000	4.4
私家車 Private car	5 600	9.7	5 600	10.0	2 900	5.0	4 800	8.3	4 200	9.1
飛機 Air	3 800	6.6	4 600	8.2	5 500	9.4	4 300	7.6	4 300	9.3
渡輪 Ferry	2 800	4.8	1 900	3.5	1 900	3.3	1 900	3.4	1 600	3.5
直通車 Through train	1 700	3.0	2 200	4.0	2 300	3.9	1 800	3.2	1 800	4.0
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	3 800	6.5	5 000	9.1	6 900	11.7	10 300	18.1	5 000	10.8
其他 Others	300	0.5	600	1.0	400	0.6	#	#	#	0.1
小計 Sub-total	57 500	100.0	55 600	100.0	58 400	100.0	57 000	100.0	45 900	100.0
其他目的 Other purposes										
邊界列車 Boundary train	18 100	53.5	22 300	52.5	22 600	58.2	23 100	56.2	20 200	57.0
過境巴士 Coach	3 700	11.1	3 400	8.0	3 700	9.5	5 400	13.3	4 500	12.5
穿梭巴士 Shuttle bus	1 900	5.7	2 500	5.9	1 100	2.8	1 000	2.3	1 700	4.8
私家車 Private car	1 700	5.2	2 700	6.5	800	2.0	1 100	2.8	1 300	3.6
飛機 Air	500	1.5	400	0.9	700	1.8	600	1.5	400	1.2
渡輪 Ferry	500	1.5	400	1.1	900	2.3	700	1.8	600	1.7
直通車 Through train	500	1.4	200	0.4	300	0.8	300	0.8	300	0.7
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	4 700	14.1	6 700	15.7	6 600	17.0	8 600	21.0	6 500	18.2
其他 Others	2 000	6.1	3 900	9.1	2 300	5.8	100	0.3	100	0.2
小計 Sub-total	33 800	100.0	42 500	100.0	38 800	100.0	41 100	100.0	35 500	100.0

表 3A.2b : 按往內地行程目的及交通工具類型劃分的居於香港人士往來香港及內地的平均每日旅客人次(續)
 Table 3A.2b : Average Daily Passenger Trips between Hong Kong and the Mainland made by People Living in Hong Kong by Trip Purpose to the Mainland and Transport Mode (Continued)

往內地行程目的 / 交通工具類型 Trip purpose to the Mainland / Transport mode	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
所有目的 All purposes										
邊界列車 Boundary train	188 000	54.9	192 900	56.4	167 400	53.3	177 500	52.4	164 700	51.5
過境巴士 Coach	33 900	9.9	22 800	6.7	31 600	10.0	44 300	13.1	42 700	13.4
穿梭巴士 Shuttle bus	39 700	11.6	31 000	9.1	19 100	6.1	11 300	3.3	18 100	5.6
私家車 Private car	15 400	4.5	16 100	4.7	12 700	4.0	15 200	4.5	16 000	5.0
飛機 Air	10 800	3.2	9 900	2.9	10 100	3.2	10 600	3.1	13 100	4.1
渡輪 Ferry	7 400	2.2	7 600	2.2	6 100	2.0	6 000	1.8	6 100	1.9
直通車 Through train	3 800	1.1	4 600	1.4	4 500	1.4	4 100	1.2	4 200	1.3
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	35 200	10.3	47 000	13.8	55 100	17.5	69 800	20.6	54 600	17.1
其他 Others	8 300	2.4	9 800	2.9	7 700	2.4	200	0.1	300	0.1
總計 Total	342 600	100.0	341 800	100.0	314 200	100.0	338 900	100.0	319 800	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note : * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.2c : 按在內地的起訖點劃分的居於香港人士往來香港及內地的平均每日旅客人次

Table 3A.2c : Average Daily Passenger Trips between Hong Kong and the Mainland made by People Living in Hong Kong by Trip End in the Mainland

在內地的起訖點 Trip end in the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
珠江三角洲 Pearl River Delta	321 600	93.9	322 400	94.3	296 100	94.2	312 300	92.2	293 400	91.8
深圳 Shenzhen	246 900	72.1	263 500	77.1	233 400	74.3	233 400	68.9	218 800	68.4
東莞 Dongguan	27 600	8.1	19 600	5.7	23 400	7.5	28 400	8.4	25 700	8.0
廣州 Guangzhou	22 800	6.7	19 300	5.7	18 200	5.8	21 500	6.3	19 900	6.2
中山 Zhongshan	6 700	1.9	6 200	1.8	5 600	1.8	7 100	2.1	7 500	2.4
佛山 Foshan	4 000	1.2	3 100	0.9	3 800	1.2	5 700	1.7	6 400	2.0
惠州(不包括龍門縣) Huizhou (Excluding Longmen County)	3 800	1.1	3 000	0.9	3 900	1.2	6 500	1.9	5 900	1.9
江門 Jiangmen	4 400	1.3	2 500	0.7	3 200	1.0	4 300	1.3	4 300	1.4
珠海 Zhuhai	3 900	1.1	4 600	1.4	4 200	1.3	4 600	1.4	4 100	1.3
肇慶(端州區、鼎湖 區、四會市、高要區) Zhaoqing (Duanzhou District, Dinghu District, Sihui City, Gaoyao District)	1 500	0.4	400	0.1	400	0.1	700	0.2	700	0.2
廣東省其他地方 Other places in Guangdong Province	6 000	1.7	4 600	1.3	4 000	1.3	9 400	2.8	8 900	2.8
上海 Shanghai	4 000	1.2	4 900	1.4	3 500	1.1	3 900	1.2	5 200	1.6
北京 Beijing	2 600	0.7	2 400	0.7	2 300	0.7	2 400	0.7	2 100	0.7
內地其他地方 Other places in the Mainland	8 400	2.4	7 500	2.2	8 200	2.6	10 900	3.2	10 200	3.2
總計 Total	342 600	100.0	341 800	100.0	314 200	100.0	338 900	100.0	319 800	100.0

表 3A.2d : 按在內地逗留時間劃分的居於香港人士往來香港及內地的平均每日旅客人次

Table 3A.2d : Average Daily Passenger Trips between Hong Kong and the Mainland made by People Living in Hong Kong by Duration of Stay in the Mainland

在內地逗留時間 Duration of stay in the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一天或少於一天/ 不過夜* One day or less/ Same-day*	249 500	72.8	172 800	50.6	168 200	53.5	173 100	51.1	164 400	51.4
二至三天/一至兩晚* Two to three days/ One to two night(s)*	59 400	17.4	125 200	36.6	106 400	33.9	124 000	36.6	116 300	36.4
四至七天/三至六晚* Four to seven days/ Three to six nights*	26 100	7.6	29 700	8.7	25 900	8.3	27 300	8.0	27 200	8.5
多於一星期/多於六晚* More than one week/ More than six nights*	7 600	2.2	8 500	2.5	8 800	2.8	11 600	3.4	9 000	2.8
未決定 Not decided yet	#	#	5 500	1.6	4 900	1.6	2 900	0.9	3 000	0.9
總計 Total	342 600	100.0	341 800	100.0	314 200	100.0	338 900	100.0	319 800	100.0

註釋：* 分類已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note : * Classifications were revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.3a : 按往香港行程目的劃分的居於內地的香港居民往來香港及內地的平均每日旅客人次

Table 3A.3a : Average Daily Passenger Trips between Hong Kong and the Mainland made by Hong Kong Residents Living in the Mainland by Trip Purpose to Hong Kong

往香港行程目的 Trip purpose to Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
上學 Schooling	10 300	19.4	17 200	24.3	28 600	34.8	39 300	39.0	53 000	45.4
上班 Work	20 900	39.4	22 800	32.2	21 700	26.3	23 400	23.2	23 100	19.8
消閒* Leisure*	8 700	16.4	13 600	19.3	12 100	14.7	15 600	15.5	18 400	15.8
探望親友 Visiting relatives and friends	4 800	9.0	6 800	9.6	8 800	10.6	10 300	10.2	10 200	8.8
公幹 Business	3 400	6.4	3 700	5.3	4 500	5.4	3 900	3.9	3 900	3.3
其他目的 Other purposes	5 000	9.4	6 600	9.4	6 700	8.1	8 300	8.2	8 100	7.0
總計 Total	53 000	100.0	70 800	100.0	82 400	100.0	100 800	100.0	116 600	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note : * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.3b : 按在內地的起訖點劃分的居於內地的香港居民往來香港及內地的平均每日旅客人次

Table 3A.3b : Average Daily Passenger Trips between Hong Kong and the Mainland made by Hong Kong Residents Living in the Mainland by Trip End in the Mainland

在內地的起訖點 Trip end in the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
深圳 Shenzhen	46 200	87.2	63 200	89.2	74 000	89.8	90 400	89.7	105 900	90.8
東莞 Dongguan	2 500	4.7	2 500	3.6	2 600	3.2	2 800	2.8	3 500	3.0
廣州 Guangzhou	1 700	3.3	2 000	2.8	1 700	2.0	2 300	2.2	3 000	2.6
廣東省其他地方 Other places in Guangdong Province	1 600	3.1	1 700	2.4	2 000	2.4	2 500	2.5	2 800	2.4
內地其他地方 Other places in the Mainland	900	1.7	1 400	2.0	2 200	2.6	2 700	2.7	1 500	1.3
總計 Total	53 000	100.0	70 800	100.0	82 400	100.0	100 800	100.0	116 600	100.0

表 3A.3c : 按在香港逗留時間劃分的居於內地的香港居民往來香港及內地的平均每日旅客人次

Table 3A.3c : Average Daily Passenger Trips between Hong Kong and the Mainland made by Hong Kong Residents Living in the Mainland by Duration of Stay in Hong Kong

在香港逗留時間 Duration of stay in Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一天或少於一天/ 不過夜* One day or less/ Same-day*	46 600	87.8	53 700	75.8	68 100	82.6	84 200	83.5	93 400	80.1
二至三天/一至兩晚* Two to three days/ One to two night(s)*	4 400	8.3	12 100	17.1	8 700	10.5	11 400	11.3	17 300	14.9
四至七天/三至六晚* Four to seven days/ Three to six nights*	1 400	2.6	2 900	4.1	3 000	3.6	3 300	3.2	3 200	2.7
多於一星期/多於六晚* More than one week/ More than six nights*	600	1.2	1 400	2.0	1 700	2.1	2 000	2.0	1 600	1.4
未決定 Not decided yet	100	0.1	800	1.1	900	1.1	#	#	1 100	1.0
總計 Total	53 000	100.0	70 800	100.0	82 400	100.0	100 800	100.0	116 600	100.0

註釋：* 分類已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note : * Classifications were revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.4a : 按往香港行程目的劃分的來自內地的旅客往來香港及內地的平均每日旅客人次

Table 3A.4a : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Trip Purpose to Hong Kong

往香港行程目的 Trip purpose to Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
消閒* Leisure*	55 400	58.6	94 600	69.2	134 600	68.7	127 100	64.8	145 900	67.4
探望親友 Visiting relatives and friends	18 500	19.6	19 800	14.5	30 200	15.4	33 500	17.1	30 900	14.3
公幹 Business	12 500	13.3	14 200	10.4	17 700	9.0	15 000	7.6	18 800	8.7
轉駁其他交通工具 Transit	1 400	1.5	2 200	1.6	3 100	1.6	5 800	3.0	8 600	4.0
接送或陪伴親友 Fetching, escorting or accompanying relatives and friends	600	0.6	400	0.3	1 800	0.9	4 500	2.3	4 300	2.0
上班 Work	1 000	1.1	500	0.4	2 000	1.0	2 100	1.1	1 900	0.9
其他目的 Other purposes	4 900	5.2	4 900	3.6	6 500	3.3	8 300	4.2	6 200	2.9
總計 Total	94 400	100.0	136 600	100.0	195 800	100.0	196 200	100.0	216 600	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.4b : 按往香港行程目的及交通工具類型劃分的來自內地的旅客往來香港及內地的平均每日旅客人次
 Table 3A.4b : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Trip Purpose to Hong Kong and Transport Mode

往香港行程目的 / 交通工具類型 Trip purpose to Hong Kong / Transport mode	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
消閒*										
Leisure*										
邊界列車 Boundary train	23 900	43.1	42 100	44.5	57 200	42.5	53 800	42.3	61 000	41.8
過境巴士 Coach	13 200	23.8	20 400	21.6	22 300	16.6	22 100	17.4	26 800	18.4
飛機 Air	4 200	7.7	7 200	7.7	7 400	5.5	6 600	5.2	7 800	5.4
穿梭巴士 Shuttle bus	2 400	4.4	3 800	4.0	3 000	2.2	2 500	2.0	8 700	6.0
私家車 Private car	2 600	4.6	3 800	4.0	5 500	4.1	4 600	3.6	5 400	3.7
渡輪 Ferry	2 400	4.4	4 200	4.4	5 800	4.3	4 600	3.6	6 800	4.7
直通車 Through train	1 400	2.5	2 300	2.5	3 200	2.4	2 600	2.1	2 500	1.7
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	5 200	9.4	10 400	11.0	30 000	22.3	30 200	23.7	25 900	17.7
其他 Others	#	#	300	0.4	100	0.1	#	#	900	0.6
小計 Sub-total	55 400	100.0	94 600	100.0	134 600	100.0	127 100	100.0	145 900	100.0
探望親友										
Visiting relatives and friends										
邊界列車 Boundary train	9 300	50.2	10 000	50.5	14 300	47.3	16 600	49.4	13 800	44.7
過境巴士 Coach	2 400	13.0	2 800	13.9	4 500	15.0	5 400	16.1	5 100	16.6
飛機 Air	500	2.9	1 000	5.0	700	2.2	1 300	3.9	2 000	6.3
穿梭巴士 Shuttle bus	1 400	7.4	700	3.7	1 600	5.4	500	1.4	1 300	4.3
私家車 Private car	1 300	6.9	1 300	6.7	1 900	6.3	800	2.3	1 800	5.7
渡輪 Ferry	500	2.5	1 000	4.8	900	3.1	1 000	2.9	1 200	3.8
直通車 Through train	400	2.2	600	2.8	800	2.8	800	2.3	900	2.8
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	2 800	14.9	2 500	12.5	5 300	17.4	7 200	21.6	4 800	15.6
其他 Others	#	#	#	#	100	0.5	#	#	#	0.1
小計 Sub-total	18 500	100.0	19 800	100.0	30 200	100.0	33 500	100.0	30 900	100.0

表 3A.4b : 按往香港行程目的及交通工具類型劃分的來自內地的旅客往來香港及內地的平均每日旅客人次(續)
 Table 3A.4b : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Trip Purpose to Hong Kong and Transport Mode (Continued)

往香港行程目的 / 交通工具類型 Trip purpose to Hong Kong / Transport mode	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
公幹										
Business										
邊界列車 Boundary train	4 200	33.6	5 800	41.2	5 700	32.4	4 800	31.8	7 100	37.9
過境巴士 Coach	1 400	11.2	1 500	10.7	2 100	11.8	2 600	17.4	2 300	12.3
飛機 Air	1 500	11.9	2 500	17.4	2 400	13.6	2 500	16.9	3 000	16.1
穿梭巴士 Shuttle bus	200	1.8	500	3.8	600	3.4	500	3.6	500	2.8
私家車 Private car	1 700	13.5	1 200	8.8	2 700	15.1	1 400	9.1	1 300	7.1
渡輪 Ferry	1 000	7.8	900	6.4	1 000	5.6	1 100	7.6	1 500	7.9
直通車 Through train	1 000	8.0	1 000	7.4	1 200	6.7	900	6.2	1 000	5.2
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	1 500	12.1	600	4.4	2 000	11.2	1 100	7.3	2 000	10.6
其他 Others	#	#	#	#	#	0.2	#	#	#	0.1
小計 Sub-total	12 500	100.0	14 200	100.0	17 700	100.0	15 000	100.0	18 800	100.0
其他目的										
Other purposes										
邊界列車 Boundary train	3 200	39.7	2 100	25.6	5 800	43.1	7 900	38.4	7 600	36.1
過境巴士 Coach	1 800	22.0	2 300	28.7	1 700	12.9	3 800	18.4	3 400	16.1
飛機 Air	300	3.1	400	5.3	600	4.8	1 400	6.9	700	3.2
穿梭巴士 Shuttle bus	500	6.2	500	6.7	500	3.5	700	3.3	800	3.9
私家車 Private car	400	4.5	800	10.3	700	5.4	800	3.9	2 300	10.9
渡輪 Ferry	300	3.4	300	3.9	600	4.7	900	4.3	800	3.8
直通車 Through train	400	4.7	300	3.4	500	3.7	600	3.1	600	2.9
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	1 300	16.5	1 300	16.0	2 900	21.8	4 100	19.8	4 400	20.8
其他 Others	#	#	#	#	#	#	400	1.8	500	2.5
小計 Sub-total	8 000	100.0	8 100	100.0	13 400	100.0	20 600	100.0	21 000	100.0

表 3A.4b : 按往香港行程目的及交通工具類型劃分的來自內地的旅客往來香港及內地的平均每日旅客人次(續)
 Table 3A.4b : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Trip Purpose to Hong Kong and Transport Mode (Continued)

往香港行程目的 / 交通工具類型 Trip purpose to Hong Kong / Transport mode	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
所有目的 All purposes										
邊界列車 Boundary train	40 500	42.9	60 000	43.9	83 000	42.4	83 000	42.3	89 500	41.3
過境巴士 Coach	18 800	19.9	27 000	19.8	30 600	15.6	33 900	17.3	37 700	17.4
飛機 Air	6 500	6.9	11 100	8.1	11 100	5.7	11 800	6.0	13 500	6.2
穿梭巴士 Shuttle bus	4 500	4.8	5 600	4.1	5 700	2.9	4 300	2.2	11 400	5.3
私家車 Private car	5 900	6.2	7 200	5.3	10 800	5.5	7 600	3.9	10 800	5.0
渡輪 Ferry	4 100	4.4	6 300	4.6	8 400	4.3	7 600	3.9	10 300	4.7
直通車 Through train	3 200	3.4	4 200	3.1	5 700	2.9	5 000	2.5	5 000	2.3
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	10 800	11.4	14 800	10.8	40 200	20.5	42 600	21.7	37 000	17.1
其他 Others	#	#	300	0.3	300	0.2	400	0.2	1 400	0.7
總計 Total	94 400	100.0	136 600	100.0	195 800	100.0	196 200	100.0	216 600	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note : * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.4c : 按在內地的起訖點劃分的來自內地的旅客往來香港及內地的平均每日旅客人次

Table 3A.4c : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Trip End in the Mainland

在內地的起訖點 Trip end in the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
珠江三角洲 Pearl River Delta	75 900	80.4	112 500	82.3	167 400	85.5	167 800	85.5	181 000	83.5
深圳 Shenzhen	40 100	42.5	65 400	47.9	122 300	62.5	116 700	59.5	126 800	58.5
廣州 Guangzhou	19 300	20.4	20 700	15.2	19 200	9.8	23 900	12.2	22 300	10.3
東莞 Dongguan	5 700	6.0	8 500	6.2	10 500	5.4	10 100	5.1	13 100	6.0
佛山 Foshan	3 000	3.2	6 300	4.6	4 600	2.3	6 300	3.2	5 500	2.5
珠海 Zhuhai	1 400	1.5	2 700	2.0	2 800	1.4	3 300	1.7	4 700	2.2
中山 Zhongshan	2 100	2.3	4 200	3.1	3 800	1.9	3 200	1.6	3 600	1.7
惠州(不包括龍門縣) Huizhou (Excluding Longmen County)	1 600	1.7	2 300	1.7	1 800	0.9	2 000	1.0	2 300	1.0
江門 Jiangmen	2 400	2.5	2 200	1.6	2 200	1.1	2 100	1.1	2 200	1.0
肇慶(端州區、鼎湖 區、四會市、高要區) Zhaoqing (Duanzhou District, Dinghu District, Sihui City, Gaoyao District)	200	0.2	100	0.1	200	0.1	300	0.1	500	0.2
廣東省其他地方 Other places in Guangdong Province	2 800	2.9	3 000	2.2	3 800	1.9	2 300	1.2	4 300	2.0
上海 Shanghai	3 800	4.0	4 700	3.5	4 800	2.5	5 100	2.6	6 500	3.0
北京 Beijing	2 300	2.5	2 400	1.8	4 100	2.1	3 000	1.5	3 300	1.5
內地其他地方 Other places in the Mainland	9 600	10.2	14 000	10.2	15 700	8.0	18 100	9.2	21 600	10.0
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
總計 Total	94 400	100.0	136 600	100.0	195 800	100.0	196 200	100.0	216 600	100.0

表 3A.4d : 按在香港逗留時間劃分的來自內地的旅客往來香港及內地的平均每日旅客人次

Table 3A.4d : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Duration of Stay in Hong Kong

在香港逗留時間 Duration of stay in Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一天或少於一天/ 不過夜* One day or less/ Same-day*	51 300	54.3	61 600	45.1	118 400	60.5	123 600	63.0	125 200	57.8
二至三天/一至兩晚* Two to three days/ One to two night(s)*	25 300	26.8	45 700	33.4	48 200	24.6	50 900	25.9	63 200	29.2
四至七天/三至六晚* Four to seven days/ Three to six nights*	15 100	16.0	25 200	18.4	23 600	12.1	17 900	9.1	22 400	10.3
多於一星期/多於六晚* More than one week/ More than six nights*	2 500	2.7	2 900	2.1	3 300	1.7	3 900	2.0	3 400	1.6
未決定 Not decided yet	300	0.3	1 300	1.0	2 300	1.2	#	#	2 400	1.1
總計 Total	94 400	100.0	136 600	100.0	195 800	100.0	196 200	100.0	216 600	100.0

註釋：* 分類已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note : * Classifications were revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.4e : 按往香港行程目的及在香港逗留時間劃分的來自內地的旅客往來香港及內地的平均每日旅客人次
 Table 3A.4e : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Trip Purpose to Hong Kong and Duration of Stay in Hong Kong

往香港行程目的 / 在香港逗留時間 Trip purpose to Hong Kong / Duration of stay in Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
消閒* Leisure*										
一天或少於一天/不過夜 [^] One day or less/ Same-day [^]	31 400	56.7	44 900	47.5	88 600	65.8	88 800	69.8	89 300	61.2
二至三天/一至兩晚 [^] Two to three days/ One to two night(s) [^]	15 600	28.1	31 200	33.0	28 400	21.1	27 400	21.5	41 600	28.5
四至七天/三至六晚 [^] Four to seven days/ Three to six nights [^]	8 100	14.6	17 300	18.3	15 800	11.8	10 500	8.2	13 200	9.0
多於一星期/多於六晚 [^] More than one week/ More than six nights [^]	200	0.4	800	0.8	700	0.5	500	0.4	300	0.2
未決定 Not decided yet	100	0.1	400	0.4	1 000	0.8	#	#	1 600	1.1
小計 Sub-total	55 400	100.0	94 600	100.0	134 600	100.0	127 100	100.0	145 900	100.0
探望親友 Visiting relatives and friends										
一天或少於一天/不過夜 [^] One day or less/ Same-day [^]	6 900	37.4	6 100	30.8	11 700	38.9	12 900	38.5	11 800	38.2
二至三天/一至兩晚 [^] Two to three days/ One to two night(s) [^]	5 300	28.5	7 800	39.5	11 100	36.9	14 200	42.4	11 700	38.0
四至七天/三至六晚 [^] Four to seven days/ Three to six nights [^]	4 900	26.7	4 200	21.1	5 100	16.9	4 400	13.2	5 300	17.0
多於一星期/多於六晚 [^] More than one week/ More than six nights [^]	1 200	6.6	1 200	5.9	1 200	4.0	2 000	5.9	1 700	5.6
未決定 Not decided yet	200	0.9	500	2.7	1 000	3.3	#	#	400	1.3
小計 Sub-total	18 500	100.0	19 800	100.0	30 200	100.0	33 500	100.0	30 900	100.0
公幹 Business										
一天或少於一天/不過夜 [^] One day or less/ Same-day [^]	7 400	59.0	5 900	42.0	8 400	47.3	7 400	49.4	8 400	44.6
二至三天/一至兩晚 [^] Two to three days/ One to two night(s) [^]	2 700	21.8	4 900	34.4	6 200	35.0	5 500	36.8	6 800	36.3
四至七天/三至六晚 [^] Four to seven days/ Three to six nights [^]	1 600	12.5	2 700	19.4	2 200	12.7	1 900	12.6	2 900	15.6
多於一星期/多於六晚 [^] More than one week/ More than six nights [^]	800	6.1	400	3.2	700	4.2	200	1.3	400	2.2
未決定 Not decided yet	100	0.6	200	1.1	100	0.8	#	#	200	1.2
小計 Sub-total	12 500	100.0	14 200	100.0	17 700	100.0	15 000	100.0	18 800	100.0

表 3A.4e : 按往香港行程目的及在香港逗留時間劃分的來自內地的旅客往來香港及內地的平均每日旅客人次(續)
 Table 3A.4e : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Trip Purpose to Hong Kong and Duration of Stay in Hong Kong (Continued)

往香港行程目的 / 在香港逗留時間 Trip purpose to Hong Kong / Duration of stay in Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
其他目的 Other purposes										
一天或少於一天/不過夜 [^] One day or less/ Same-day [^]	5 600	69.5	4 600	57.2	9 700	72.4	14 500	70.2	15 700	74.8
二至三天/一至兩晚 [^] Two to three days/ One to two night(s) [^]	1 700	21.1	1 800	21.7	2 400	18.2	3 800	18.5	3 100	14.7
四至七天/三至六晚 [^] Four to seven days/ Three to six nights [^]	500	5.7	1 000	11.9	500	3.5	1 100	5.4	1 000	4.8
多於一星期/多於六晚 [^] More than one week/ More than six nights [^]	300	3.7	500	6.4	700	5.0	1 200	5.9	1 000	4.8
未決定 Not decided yet	#	#	200	2.7	100	1.0	#	#	200	1.0
小計 Sub-total	8 000	100.0	8 100	100.0	13 400	100.0	20 600	100.0	21 000	100.0
所有目的 All purposes										
一天或少於一天/不過夜 [^] One day or less/ Same-day [^]	51 300	54.3	61 600	45.1	118 400	60.5	123 600	63.0	125 200	57.8
二至三天/一至兩晚 [^] Two to three days/ One to two night(s) [^]	25 300	26.8	45 700	33.4	48 200	24.6	50 900	25.9	63 200	29.2
四至七天/三至六晚 [^] Four to seven days/ Three to six nights [^]	15 100	16.0	25 200	18.4	23 600	12.1	17 900	9.1	22 400	10.3
多於一星期/多於六晚 [^] More than one week/ More than six nights [^]	2 500	2.7	2 900	2.1	3 300	1.7	3 900	2.0	3 400	1.6
未決定 Not decided yet	300	0.3	1 300	1.0	2 300	1.2	#	#	2 400	1.1
總計 Total	94 400	100.0	136 600	100.0	195 800	100.0	196 200	100.0	216 600	100.0

註釋 : * 消閒行程的定義已於二零一一年統計調查作出修訂, 因此, 二零一一年統計調查起的數字未必能與以往的數字作直接比較。

[^] 分類已於二零一一年統計調查作出修訂, 因此, 二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Notes : * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

[^] Classifications were revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.4f : 按在香港的住宿類型劃分的來自內地的旅客*往來香港及內地的平均每日旅客人次

Table 3A.4f : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland* by Type of Accommodation in Hong Kong

在內地的起訖點 Trip end in the Mainland	2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
酒店/賓館 Hotel/Guesthouse	48 800	65.0	48 300	62.3	45 700	62.9	65 400	71.6
香港親友擁有或租住的物業 Property owned/rented by relatives in Hong Kong	12 600	16.8	14 200	18.4	12 200	16.7	12 700	13.8
自己或家人擁有或租住的物業 Self/family-owned/rented property	10 100	13.4	12 300	16.0	11 400	15.7	9 100	10.0
其他 Others	2 300	3.1	1 900	2.5	2 800	3.8	3 200	3.5
不用留宿 Accommodation not required	1 300	1.8	700	0.9	600	0.8	1 000	1.1
總計 Total	75 100	100.0	77 400	100.0	72 700	100.0	91 400	100.0

註釋：* 只包括過夜行程。

Note : * Include over-night trips only.

表 3A.4g : 按簽注類型劃分的來自內地的旅客往來香港及內地的平均每日旅客人次

Table 3A.4g : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type

在內地的起訖點 Trip end in the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次No. of trips	百分比 % share
一般個人遊簽注 General Individual Visit Endorsement	40 900	43.3	58 400	42.7	67 100	34.2	70 700	36.0	86 900	40.1
「一簽多行」 個人遊簽注 “One-year multiple- entry” Individual Visit Endorsement	16 900	17.9	35 700	26.1	76 900	39.2	24 100	12.3	N.A.	N.A.
「一周一行」 個人遊簽注* “One trip per week” Individual Visit Endorsement*	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	31 900	16.2	48 800	22.6
非個人遊簽注 Non-Individual Visit Endorsement	36 600	38.8	42 600	31.2	51 900	26.5	69 600	35.5	80 900	37.3
總計 Total	94 400	100.0	136 600	100.0	195 800	100.0	196 200	100.0	216 600	100.0

註釋：* 由二零一五年四月十三日起，深圳戶籍居民的「一簽多行」個人遊簽注調整為「一周一行」個人遊簽注，已發出的「一簽多行」個人遊簽注並不
受新措施影響。

Note : * With effect from 13 April 2015, the “one-year multiple-entry” Individual Visit Endorsements for permanent residents of Shenzhen were
superseded by the “one trip per week” Individual Visit Endorsements. The “one-year multiple-entry” Individual Visit Endorsements which
had already been issued were not affected by the new measure.

表 3A.5a : 按簽注類型及交通工具類型劃分的來自內地的旅客往來香港及內地的平均每日旅客人次
 Table 3A.5a : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type and Transport Mode

簽注類型 / 交通工具類型 Endorsement type / Transport mode	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一般個人遊簽注 General Individual Visit Endorsement										
邊界列車 Boundary train	17 400	42.5	22 200	38.0	27 000	40.2	30 900	43.7	37 500	43.1
過境巴士 Coach	9 500	23.2	12 000	20.5	11 200	16.8	12 100	17.1	13 700	15.8
飛機 Air	4 400	10.7	9 100	15.6	9 400	14.1	7 800	11.0	9 400	10.8
穿梭巴士 Shuttle bus	1 400	3.4	1 800	3.1	2 200	3.3	900	1.3	2 200	2.5
私家車 Private car	2 000	4.9	3 100	5.2	1 000	1.6	2 300	3.3	3 700	4.2
渡輪 Ferry	2 300	5.7	4 000	6.8	4 900	7.3	4 100	5.8	4 800	5.6
直通車 Through train	1 800	4.4	2 900	5.0	4 000	6.0	3 500	5.0	3 700	4.2
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	2 100	5.2	3 200	5.4	7 100	10.6	8 900	12.6	11 700	13.5
其他 Others	#	#	200	0.4	100	0.2	100	0.1	100	0.1
總計 Total	40 900	100.0	58 400	100.0	67 100	100.0	70 700	100.0	86 900	100.0

表 3A.5a : 按簽注類型及交通工具類型劃分的來自內地的旅客往來香港及內地的平均每日旅客人次(續)
 Table 3A.5a : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type and Transport Mode (Continued)

簽注類型 / 交通工具類型 Endorsement type / Transport mode	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
「一簽多行」個人遊簽注										
“One-year multiple-entry” Individual Visit Endorsement										
邊界列車 Boundary train	8 600	51.1	19 200	53.9	35 600	46.3	12 000	49.8	N.A.	N.A.
過境巴士 Coach	2 000	12.0	2 900	8.2	6 700	8.7	3 200	13.5	N.A.	N.A.
飛機 Air	#	#	#	#	#	#	#	#	N.A.	N.A.
穿梭巴士 Shuttle bus	800	4.6	1 300	3.8	1 100	1.5	400	1.5	N.A.	N.A.
私家車 Private car	1 900	11.4	2 900	8.1	8 200	10.7	800	3.1	N.A.	N.A.
渡輪 Ferry	100	0.4	100	0.3	200	0.3	200	0.7	N.A.	N.A.
直通車 Through train	#	#	#	#	#	#	#	0.1	N.A.	N.A.
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	3 500	20.4	9 100	25.6	24 900	32.4	7 500	31.1	N.A.	N.A.
其他 Others	#	0.1	100	0.2	#	#	#	0.2	N.A.	N.A.
總計 Total	16 900	100.0	35 700	100.0	76 900	100.0	24 100	100.0	N.A.	N.A.

表 3A.5a : 按簽注類型及交通工具類型劃分的來自內地的旅客往來香港及內地的平均每日旅客人次(續)
 Table 3A.5a : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type and Transport Mode (Continued)

簽注類型 / 交通工具類型 Endorsement type / Transport mode	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
「一周一行」個人遊簽注* “One trip per week” Individual Visit Endorsement*										
邊界列車 Boundary train	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	15 000	47.0	24 300	49.8
過境巴士 Coach	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	5 000	15.8	7 100	14.6
飛機 Air	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	#	#	100	0.1
穿梭巴士 Shuttle bus	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	200	0.8	1 000	2.1
私家車 Private car	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	1 100	3.5	2 300	4.7
渡輪 Ferry	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	100	0.2	300	0.7
直通車 Through train	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	#	#	#	#
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	10 400	32.7	12 900	26.5
其他 Others	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	#	#	700	1.5
總計 Total	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	31 900	100.0	48 800	100.0

表 3A.5a : 按簽注類型及交通工具類型劃分的來自內地的旅客往來香港及內地的平均每日旅客人次(續)

Table 3A.5a : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type and Transport Mode (Continued)

簽注類型 / 交通工具類型 Endorsement type / Transport mode	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
非個人遊簽注										
Non-Individual Visit Endorsement										
邊界列車 Boundary train	14 500	39.7	18 600	43.7	20 400	39.3	25 100	36.1	27 700	34.3
過境巴士 Coach	7 300	19.8	12 100	28.4	12 700	24.5	13 600	19.5	16 800	20.8
飛機 Air	2 200	5.9	2 000	4.8	1 600	3.2	4 000	5.8	4 000	5.0
穿梭巴士 Shuttle bus	2 400	6.5	2 400	5.6	2 400	4.6	2 700	3.9	8 200	10.1
私家車 Private car	1 900	5.3	1 300	3.0	1 600	3.0	3 400	4.9	4 900	6.0
渡輪 Ferry	1 700	4.7	2 300	5.4	3 300	6.3	3 300	4.7	5 100	6.3
直通車 Through train	1 400	3.8	1 300	3.1	1 700	3.2	1 400	2.0	1 300	1.6
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	5 200	14.2	2 500	5.8	8 100	15.7	15 800	22.7	12 300	15.2
其他 Others	#	#	100	0.1	100	0.3	300	0.4	600	0.7
總計 Total	36 600	100.0	42 600	100.0	51 900	100.0	69 600	100.0	80 900	100.0

註釋：* 由二零一五年四月十三日起，深圳戶籍居民的「一簽多行」個人遊簽注調整為「一周一行」個人遊簽注，已發出的「一簽多行」個人遊簽注並不受新措施影響。

Note : * With effect from 13 April 2015, the “one-year multiple-entry” Individual Visit Endorsements for permanent residents of Shenzhen were superseded by the “one trip per week” Individual Visit Endorsements. The “one-year multiple-entry” Individual Visit Endorsements which had already been issued were not affected by the new measure.

表 3A.5b : 按簽注類型及在內地的起訖點劃分的來自內地的旅客往來香港及內地的平均每日旅客人次
 Table 3A.5b : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type and Trip End in the Mainland

簽注類型 / 在內地的起訖點 Endorsement type / Trip end in the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一般個人遊簽注 General Individual Visit Endorsement										
深圳 Shenzhen	7 100	17.3	9 900	16.9	20 200	30.1	21 500	30.5	36 100	41.5
廣州 Guangzhou	12 800	31.2	15 400	26.4	13 800	20.6	16 400	23.2	13 200	15.2
東莞 Dongguan	3 900	9.7	5 800	10.0	5 100	7.6	6 400	9.1	7 100	8.1
廣東省其他地方 Other places in Guangdong Province	8 700	21.3	13 700	23.5	12 100	18.0	12 100	17.1	14 200	16.4
內地其他地方 Other places in the Mainland	8 400	20.6	13 600	23.3	15 900	23.7	14 200	20.1	16 300	18.7
總計 Total	40 900	100.0	58 400	100.0	67 100	100.0	70 700	100.0	86 900	100.0
「一簽多行」個人遊簽注 “One-year multiple-entry” Individual Visit Endorsement										
深圳 Shenzhen	16 800	99.5	35 600	99.6	74 100	96.4	23 200	96.3	N.A.	N.A.
廣州 Guangzhou	#	0.1	#	0.1	300	0.3	300	1.3	N.A.	N.A.
東莞 Dongguan	#	0.2	#	#	2 100	2.7	200	0.7	N.A.	N.A.
廣東省其他地方 Other places in Guangdong Province	#	0.2	100	0.2	300	0.4	300	1.3	N.A.	N.A.
內地其他地方 Other places in the Mainland	#	#	#	#	100	0.1	100	0.4	N.A.	N.A.
總計 Total	16 900	100.0	35 700	100.0	76 900	100.0	24 100	100.0	N.A.	N.A.

表 3A.5b : 按簽注類型及在內地的起訖點劃分的來自內地的旅客往來香港及內地的平均每日旅客人次(續)

Table 3A.5b : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type and Trip End in the Mainland (Continued)

簽注類型 / 在內地的起訖點 Endorsement type / Trip end in the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
「一周一行」個人遊簽注* “One trip per week” Individual Visit Endorsement*										
深圳 Shenzhen	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	31 100	97.7	48 200	98.7
廣州 Guangzhou	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	100	0.4	200	0.3
東莞 Dongguan	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	100	0.3	200	0.5
廣東省其他地方 Other places in Guangdong Province	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	400	1.1	200	0.3
內地其他地方 Other places in the Mainland	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	100	0.4	100	0.1
總計 Total	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	31 900	100.0	48 800	100.0
非個人遊簽注 Non-Individual Visit Endorsement										
深圳 Shenzhen	16 300	44.4	20 000	47.0	28 100	54.1	40 800	58.7	42 500	52.6
廣州 Guangzhou	6 500	17.8	5 300	12.5	5 100	9.8	7 100	10.1	8 900	11.0
東莞 Dongguan	1 700	4.6	2 700	6.3	3 300	6.4	3 400	4.9	5 800	7.1
廣東省其他地方 Other places in Guangdong Province	4 800	13.1	7 100	16.6	6 700	12.9	6 600	9.5	8 600	10.7
內地其他地方 Other places in the Mainland	7 300	20.1	7 500	17.6	8 700	16.8	11 700	16.8	15 000	18.5
總計 Total	36 600	100.0	42 600	100.0	51 900	100.0	69 600	100.0	80 900	100.0

註釋：* 由二零一五年四月十三日起，深圳戶籍居民的「一簽多行」個人遊簽注調整為「一周一行」個人遊簽注，已發出的「一簽多行」個人遊簽注並不受新措施影響。

Note : * With effect from 13 April 2015, the “one-year multiple-entry” Individual Visit Endorsements for permanent residents of Shenzhen were superseded by the “one trip per week” Individual Visit Endorsements. The “one-year multiple-entry” Individual Visit Endorsements which had already been issued were not affected by the new measure.

表 3A.5c : 按簽注類型及往香港行程目的劃分的來自內地的旅客往來香港及內地的平均每日旅客人次
 Table 3A.5c : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type and Trip Purpose to Hong Kong

簽注類型 / 往香港行程目的 Endorsement type / Trip purpose to Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一般個人遊簽注										
General Individual Visit Endorsement										
消閒* Leisure*	27 900	68.3	41 700	71.5	48 400	72.2	48 300	68.3	62 000	71.3
探望親友 Visiting relatives and friends	7 800	19.0	8 000	13.6	11 700	17.5	12 600	17.9	13 300	15.3
公幹 Business	3 600	8.9	6 700	11.4	4 300	6.4	6 100	8.6	7 300	8.4
轉駁其他交通工具 Transit	200	0.5	700	1.2	700	1.0	300	0.4	600	0.7
接送或陪伴親友 Fetching, escorting or accompanying relatives and friends	100	0.2	#	#	100	0.2	400	0.6	1 000	1.2
上班 Work	#	#	#	#	#	#	#	#	#	#
其他目的 Other purposes	1 300	3.1	1 300	2.3	1 800	2.7	2 900	4.1	2 600	3.0
總計 Total	40 900	100.0	58 400	100.0	67 100	100.0	70 700	100.0	86 900	100.0
「一簽多行」個人遊簽注										
“One-year multiple-entry” Individual Visit Endorsement										
消閒* Leisure*	11 000	64.8	25 700	72.0	57 000	74.2	18 400	76.5	N.A.	N.A.
探望親友 Visiting relatives and friends	2 800	16.5	5 500	15.4	10 600	13.8	3 200	13.1	N.A.	N.A.
公幹 Business	1 800	10.4	1 900	5.4	5 300	6.9	1 000	4.1	N.A.	N.A.
轉駁其他交通工具 Transit	#	0.3	200	0.5	200	0.2	#	0.1	N.A.	N.A.
接送或陪伴親友 Fetching, escorting or accompanying relatives and friends	100	0.8	300	0.9	1 100	1.4	600	2.3	N.A.	N.A.
上班 Work	#	#	#	#	#	#	#	#	N.A.	N.A.
其他目的 Other purposes	1 200	7.2	2 000	5.7	2 800	3.6	900	3.8	N.A.	N.A.
總計 Total	16 900	100.0	35 700	100.0	76 900	100.0	24 100	100.0	N.A.	N.A.

表 3A.5c : 按簽注類型及往香港行程目的劃分的來自內地的旅客往來香港及內地的平均每日旅客人次(續)
 Table 3A.5c : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type and Trip Purpose to Hong Kong (Continued)

簽注類型 / 往香港行程目的 Endorsement type / Trip purpose to Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
「一周一行」個人遊簽注[^]										
“One trip per week” Individual Visit Endorsement[^]										
消閒* Leisure*	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	26 000	81.7	39 400	80.7
探望親友 Visiting relatives and friends	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	4 000	12.4	5 800	11.8
公幹 Business	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	1 000	3.3	2 300	4.8
轉駁其他交通工具 Transit	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	#	0.1	100	0.3
接送或陪伴親友 Fetching, escorting or accompanying relatives and friends	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	300	0.8	400	0.8
上班 Work	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	#	#	#	#
其他目的 Other purposes	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	600	1.8	800	1.6
總計 Total	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	31 900	100.0	48 800	100.0
非個人遊簽注										
Non-Individual Visit Endorsement										
消閒* Leisure*	16 500	45.0	27 200	63.7	29 100	56.1	34 400	49.4	44 500	55.0
探望親友 Visiting relatives and friends	7 900	21.7	6 400	15.0	7 900	15.1	13 700	19.7	11 800	14.6
公幹 Business	7 100	19.5	5 600	13.1	8 100	15.6	6 900	9.9	9 200	11.4
轉駁其他交通工具 Transit	1 200	3.3	1 300	3.0	2 200	4.2	5 500	7.9	7 800	9.6
接送或陪伴親友 Fetching, escorting or accompanying relatives and friends	400	1.1	100	0.2	600	1.1	3 200	4.6	2 900	3.6
上班 Work	1 000	2.8	500	1.3	2 000	3.9	2 100	3.0	1 900	2.3
其他目的 Other purposes	2 400	6.7	1 600	3.7	2 000	3.8	3 900	5.6	2 800	3.5
總計 Total	36 600	100.0	42 600	100.0	51 900	100.0	69 600	100.0	80 900	100.0

註釋 : * 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

[^] 由二零一五年四月十三日起，深圳戶籍居民的「一簽多行」個人遊簽注調整為「一周一行」個人遊簽注，已發出的「一簽多行」個人遊簽注並不受新措施影響。

Notes : * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

[^] With effect from 13 April 2015, the “one-year multiple-entry” Individual Visit Endorsements for permanent residents of Shenzhen were superseded by the “one trip per week” Individual Visit Endorsements. The “one-year multiple-entry” Individual Visit Endorsements which had already been issued were not affected by the new measure.

表 3A.5d : 按簽注類型及在香港逗留時間劃分的來自內地的旅客往來香港及內地的平均每日旅客人次
 Table 3A.5d : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type and Duration of Stay in Hong Kong

簽注類型 / 在香港逗留時間 Endorsement type / Duration of stay in Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一般個人遊簽注 General Individual Visit Endorsement										
一天或少於一天/不過夜* One day or less/ Same-day*	17 100	41.8	20 100	34.4	28 500	42.5	34 500	48.8	44 200	50.9
二至三天/一至兩晚* Two to three days/ One to two night(s)*	14 000	34.3	23 400	40.1	22 000	32.9	24 800	35.1	28 500	32.8
四至七天/三至六晚* Four to seven days/ Three to six nights*	8 900	21.7	13 300	22.7	14 600	21.7	10 100	14.2	11 800	13.6
多於一星期/多於六晚* More than one week/ More than six nights*	800	2.1	1 300	2.2	1 000	1.5	1 300	1.9	1 100	1.3
未決定 Not decided yet	#	0.1	400	0.7	1 000	1.4	#	#	1 200	1.4
總計 Total	40 900	100.0	58 400	100.0	67 100	100.0	70 700	100.0	86 900	100.0
「一簽多行」個人遊簽注 “One-year multiple-entry” Individual Visit Endorsement										
一天或少於一天/不過夜* One day or less/ Same-day*	14 500	85.6	27 200	76.3	65 100	84.7	21 100	87.8	N.A.	N.A.
二至三天/一至兩晚* Two to three days/ One to two night(s)*	1 600	9.6	5 900	16.7	9 800	12.7	2 500	10.3	N.A.	N.A.
四至七天/三至六晚* Four to seven days/ Three to six nights*	700	4.3	1 800	5.0	1 100	1.4	400	1.5	N.A.	N.A.
多於一星期/多於六晚* More than one week/ More than six nights*	#	0.2	500	1.4	300	0.4	100	0.4	N.A.	N.A.
未決定 Not decided yet	#	0.3	200	0.6	600	0.8	#	#	N.A.	N.A.
總計 Total	16 900	100.0	35 700	100.0	76 900	100.0	24 100	100.0	N.A.	N.A.

表 3A.5d : 按簽注類型及在香港逗留時間劃分的來自內地的旅客往來香港及內地的平均每日旅客人次(續)
Table 3A.5d : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type and Duration of Stay in Hong Kong (Continued)

簽注類型 / 在香港逗留時間 Endorsement type / Duration of stay in Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
「一周一行」個人遊簽注[^]										
“One trip per week” Individual Visit Endorsement[^]										
一天或少於一天/不過夜* One day or less/ Same-day*	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	28 500	89.3	42 600	87.3
二至三天/一至兩晚* Two to three days/ One to two night(s)*	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	3 000	9.3	4 900	10.1
四至七天/三至六晚* Four to seven days/ Three to six nights*	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	400	1.3	900	1.8
多於一星期/多於六晚* More than one week/ More than six nights*	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	#	0.1	100	0.2
未決定 Not decided yet	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	#	#	300	0.7
總計 Total	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	31 900	100.0	48 800	100.0
非個人遊簽注										
Non-Individual Visit Endorsement										
一天或少於一天/不過夜* One day or less/ Same-day*	19 700	53.8	14 300	33.5	24 800	47.8	39 500	56.7	38 300	47.4
二至三天/一至兩晚* Two to three days/ One to two night(s)*	9 600	26.3	16 400	38.4	16 300	31.5	20 600	29.6	29 800	36.9
四至七天/三至六晚* Four to seven days/ Three to six nights*	5 500	14.9	10 100	23.7	8 000	15.4	7 100	10.1	9 700	11.9
多於一星期/多於六晚* More than one week/ More than six nights*	1 600	4.5	1 100	2.6	2 000	3.9	2 400	3.5	2 200	2.7
未決定 Not decided yet	200	0.6	700	1.7	700	1.4	#	#	900	1.1
總計 Total	36 600	100.0	42 600	100.0	51 900	100.0	69 600	100.0	80 900	100.0

註釋 : * 分類已於二零一一年統計調查作出修訂, 因此, 二零一一年統計調查起的數字未必能與以往的數字作直接比較。

[^] 由二零一五年四月十三日起, 深圳戶籍居民的「一簽多行」個人遊簽注調整為「一周一行」個人遊簽注, 已發出的「一簽多行」個人遊簽注並不受新措施影響。

Notes : * Classifications were revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

[^] With effect from 13 April 2015, the “one-year multiple-entry” Individual Visit Endorsements for permanent residents of Shenzhen were superseded by the “one trip per week” Individual Visit Endorsements. The “one-year multiple-entry” Individual Visit Endorsements which had already been issued were not affected by the new measure.

表 3A.5e : 按簽注類型及所用管制站劃分的來自內地跟隨旅行團的旅客往來香港及內地的平均每日旅客人次
 Table 3A.5e : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland on Group Tours by Endorsement Type and Control Point Used

		2017 統計調查 Survey							
簽注類型 Endorsement type	所用管制站 Control point used	一般個人遊簽注 General Individual Visit Endorsement		「一周一行」個人遊簽注 “One trip per week” Individual Visit Endorsement		非個人遊簽注 Non-Individual Visit Endorsement		總計 Total	
		人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
	羅湖管制站 Lo Wu Control Point	#	15.5	#	#	#	84.5	#	100.0
	落馬洲支線管制站 Lok Ma Chau Spur Line Control Point	100	14.8	#	6.3	300	78.9	400	100.0
	紅磡管制站 Hung Hom Control Point	#	5.6	#	#	#	94.4	#	100.0
	落馬洲管制站 Lok Ma Chau Control Point	800	9.7	#	0.1	7 900	90.2	8 700	100.0
	文錦渡管制站 Man Kam To Control Point	100	18.0	#	4.7	300	77.4	300	100.0
	沙頭角管制站 Sha Tau Kok Control Point	#	#	#	#	#	100.0	#	100.0
	深圳灣管制站 Shenzhen Bay Control Point	700	39.9	#	0.2	1 100	59.9	1 800	100.0
	中國客運碼頭 Hong Kong-China Ferry Terminal	100	10.8	#	#	500	89.2	600	100.0
	港澳客運碼頭 Hong Kong-Macau Ferry Terminal	200	12.2	#	1.5	1 300	86.3	1 500	100.0
	屯門客運碼頭 Tuen Mun Ferry Terminal	#	#	#	#	#	#	#	#
	總計 Total	1 900	14.4	100	0.6	11 500	85.0	13 500	100.0

表 3A.5f : 按簽注類型、性別及年齡組別劃分的來自內地的旅客往來香港及內地的平均每日旅客人次
 Table 3A.5f : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type, Sex and Age Group

簽注類型 / 性別 / 年齡組別 Endorsement type / Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一般個人遊簽注 General Individual Visit Endorsement										
男性 Male										
0-14	#	0.1	100	0.2	200	0.3	100	0.1	200	0.3
15-24	1 500	3.7	2 500	4.3	3 300	4.9	4 300	6.1	4 900	5.7
25-34	6 000	14.6	10 000	17.2	11 900	17.7	12 400	17.5	14 800	17.0
35-44	3 900	9.6	7 500	12.9	6 700	9.9	7 800	11.0	9 600	11.1
45-54	2 800	6.8	3 600	6.2	4 200	6.3	3 300	4.7	4 200	4.8
55-64	1 700	4.2	1 900	3.2	1 700	2.5	1 300	1.9	2 300	2.7
65 歲或以上 65 and above	800	2.0	700	1.2	1 200	1.8	700	1.0	1 300	1.5
男性總計 Male total	16 700	40.9	26 400	45.2	29 200	43.6	29 900	42.3	37 400	43.1
年齡中位數 Median age	36		35		34		32		33	
女性 Female										
0-14	200	0.4	200	0.3	100	0.1	100	0.2	200	0.2
15-24	3 400	8.3	3 300	5.6	7 200	10.8	8 000	11.4	10 200	11.7
25-34	10 400	25.4	13 900	23.9	17 200	25.6	19 700	27.9	19 800	22.7
35-44	5 200	12.8	8 000	13.7	8 100	12.1	7 500	10.6	11 400	13.1
45-54	2 900	7.1	4 100	6.9	2 800	4.2	3 400	4.7	4 700	5.4
55-64	1 700	4.1	1 800	3.2	1 600	2.3	1 600	2.2	2 400	2.8
65 歲或以上 65 and above	400	1.0	700	1.1	900	1.3	500	0.8	900	1.0
女性總計 Female total	24 100	59.1	32 000	54.8	37 900	56.4	40 800	57.7	49 500	56.9
年齡中位數 Median age	33		33		30		30		30	
全部總計 Both sexes	40 900	100.0	58 400	100.0	67 100	100.0	70 700	100.0	86 900	100.0
年齡中位數 Median age	34		34		31		30		31	
性別比率(相對每一名女 性的男性數目) Sex ratio (males per 1 female)	0.7		0.8		0.8		0.7		0.8	

表 3A.5f : 按簽注類型、性別及年齡組別劃分的來自內地的旅客往來香港及內地的平均每日旅客人次(續)
 Table 3A.5f : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type, Sex and Age Group (Continued)

簽注類型 / 性別 / 年齡組別 Endorsement type / Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
「一簽多行」個人遊簽注 “One-year multiple-entry” Individual Visit Endorsement										
男性 Male										
0-14	#	0.2	100	0.3	200	0.3	#	0.1	N.A.	N.A.
15-24	1 300	7.6	1 200	3.4	4 300	5.7	1 800	7.4	N.A.	N.A.
25-34	2 200	13.2	5 400	15.0	10 500	13.7	3 300	13.6	N.A.	N.A.
35-44	2 000	11.8	4 500	12.6	8 500	11.0	2 200	9.3	N.A.	N.A.
45-54	900	5.2	1 800	5.0	5 600	7.3	1 200	5.1	N.A.	N.A.
55-64	500	2.7	500	1.3	1 700	2.2	300	1.2	N.A.	N.A.
65 歲或以上 65 and above	200	1.0	200	0.5	600	0.8	100	0.6	N.A.	N.A.
男性總計 Male total	7 000	41.6	13 600	38.0	31 500	40.9	9 000	37.3	N.A.	N.A.
年齡中位數 Median age	34		35		35		32		N.A.	
女性 Female										
0-14	100	0.3	100	0.3	200	0.2	100	0.3	N.A.	N.A.
15-24	1 300	7.8	2 400	6.9	5 500	7.2	2 100	8.7	N.A.	N.A.
25-34	4 500	26.5	9 700	27.3	19 400	25.2	6 800	28.2	N.A.	N.A.
35-44	2 600	15.5	6 600	18.4	12 500	16.3	4 000	16.8	N.A.	N.A.
45-54	900	5.6	2 100	5.8	5 700	7.4	1 700	6.9	N.A.	N.A.
55-64	400	2.3	700	2.0	1 600	2.1	300	1.1	N.A.	N.A.
65 歲或以上 65 and above	100	0.4	500	1.3	500	0.7	200	0.7	N.A.	N.A.
女性總計 Female total	9 900	58.4	22 100	62.0	45 400	59.1	15 100	62.7	N.A.	N.A.
年齡中位數 Median age	33		33		33		32		N.A.	
全部總計 Both sexes	16 900	100.0	35 700	100.0	76 900	100.0	24 100	100.0	N.A.	N.A.
年齡中位數 Median age	33		34		34		32		N.A.	
性別比率(相對每一名女 性的男性數目) Sex ratio (males per 1 female)	0.7		0.6		0.7		0.6		N.A.	

表 3A.5f : 按簽注類型、性別及年齡組別劃分的來自內地的旅客往來香港及內地的平均每日旅客人次(續)
 Table 3A.5f : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type, Sex and Age Group (Continued)

簽注類型 / 性別 / 年齡組別 Endorsement type / Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
「一周一行」個人遊簽注* “One trip per week” Individual Visit Endorsement*										
男性 Male										
0-14	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	#	#	200	0.3
15-24	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	1 500	4.6	2 700	5.5
25-34	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	6 100	19.1	8 500	17.4
35-44	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	2 600	8.1	6 100	12.5
45-54	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	1 900	6.0	2 300	4.7
55-64	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	200	0.7	700	1.4
65 歲或以上 65 and above	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	#	0.1	400	0.7
男性總計 Male total	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	12 300	38.6	20 800	42.6
年齡中位數 Median age	N.A.		N.A.		N.A.		32		33	
女性 Female										
0-14	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	#	0.1	200	0.3
15-24	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	3 100	9.6	3 400	7.0
25-34	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	9 000	28.2	12 600	25.7
35-44	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	5 200	16.4	8 300	17.0
45-54	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	1 500	4.6	2 400	5.0
55-64	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	500	1.7	900	1.9
65 歲或以上 65 and above	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	200	0.7	200	0.5
女性總計 Female total	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	19 600	61.4	28 000	57.4
年齡中位數 Median age	N.A.		N.A.		N.A.		31		32	
全部總計 Both sexes	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	31 900	100.0	48 800	100.0
年齡中位數 Median age	N.A.		N.A.		N.A.		32		32	
性別比率(相對每一名女 性的男性數目) Sex ratio (males per 1 female)	N.A.		N.A.		N.A.		0.6		0.7	

表 3A.5f : 按簽注類型、性別及年齡組別劃分的來自內地的旅客往來香港及內地的平均每日旅客人次(續)
 Table 3A.5f : Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Endorsement Type, Sex and Age Group (Continued)

簽注類型 / 性別 / 年齡組別 Endorsement type / Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
非個人遊簽注 Non-Individual Visit Endorsement										
男性 Male										
0-14	300	0.7	100	0.3	100	0.1	100	0.1	500	0.6
15-24	1 600	4.4	2 200	5.1	2 800	5.5	3 600	5.1	3 600	4.5
25-34	5 100	13.9	6 600	15.5	9 000	17.3	12 200	17.5	11 000	13.5
35-44	6 100	16.7	6 700	15.8	7 300	14.1	7 100	10.1	11 500	14.2
45-54	2 700	7.4	3 400	8.1	4 000	7.7	5 600	8.0	6 100	7.5
55-64	1 200	3.3	1 800	4.3	1 500	3.0	1 700	2.4	3 700	4.6
65 歲或以上 65 and above	1 200	3.2	1 200	2.8	1 400	2.7	1 500	2.1	2 500	3.0
男性總計 Male total	18 100	49.5	22 100	51.8	26 100	50.3	31 600	45.4	38 800	48.0
年齡中位數 Median age	38		38		35		34		38	
女性 Female										
0-14	300	0.7	#	0.1	100	0.2	100	0.2	300	0.4
15-24	2 500	6.9	2 200	5.2	3 900	7.6	6 000	8.6	6 900	8.6
25-34	7 600	20.7	8 500	19.9	10 000	19.2	14 800	21.2	14 300	17.7
35-44	5 000	13.6	4 100	9.7	6 700	12.8	9 000	13.0	10 200	12.6
45-54	1 900	5.1	3 400	8.0	3 100	5.9	5 500	7.9	4 900	6.1
55-64	800	2.3	1 400	3.3	1 700	3.3	2 300	3.2	3 900	4.8
65 歲或以上 65 and above	500	1.4	900	2.0	300	0.6	400	0.5	1 500	1.8
女性總計 Female total	18 500	50.5	20 500	48.2	25 800	49.7	38 000	54.6	42 100	52.0
年齡中位數 Median age	33		34		32		32		34	
全部總計 Both sexes	36 600	100.0	42 600	100.0	51 900	100.0	69 600	100.0	80 900	100.0
年齡中位數 Median age	35		36		35		33		35	
性別比率(相對每一名女性的男性數目) Sex ratio (males per 1 female)	1.0		1.1		1.0		0.8		0.9	

註釋：* 由二零一五年四月十三日起，深圳戶籍居民的「一簽多行」個人遊簽注調整為「一週一行」個人遊簽注，已發出的「一簽多行」個人遊簽注並不受新措施影響。

Note : * With effect from 13 April 2015, the “one-year multiple-entry” Individual Visit Endorsements for permanent residents of Shenzhen were superseded by the “one trip per week” Individual Visit Endorsements. The “one-year multiple-entry” Individual Visit Endorsements which had already been issued were not affected by the new measure.

表 3A.6a : 按平日/週末劃分的來自內地的不過夜旅客往來香港及內地的平均每日旅客人次

Table 3A.6a : Average Daily Passenger Trips between Hong Kong and the Mainland made by Same-day Visitors from the Mainland by Weekday/Weekend

在內地的起訖點 Trip end in the Mainland	2011 統計調查 Survey	2013/14 統計調查 Survey	2015 統計調查 Survey	2017 統計調查 Survey
	人次 No. of trips	人次 No. of trips	人次 No. of trips	人次 No. of trips
平日 Weekday	52 500	106 900	104 200	100 500
週末 Weekend	84 200	147 200	171 900	186 900
全星期 All Days	61 600	118 400	123 600	125 200

表 3A.6b : 按交通工具類型劃分的來自內地的不過夜旅客往來香港及內地的平均每日旅客人次

Table 3A.6b : Average Daily Passenger Trips between Hong Kong and the Mainland made by Same-day Visitors from the Mainland by Transport Mode

在廣東省所使用的交通樞紐 Transportation hub used in Guangdong Province	2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
邊界列車 Boundary train	31 100	50.5	57 900	48.9	58 000	46.9	59 500	47.5
過境巴士 Coach	10 500	17.1	15 900	13.4	18 500	15.0	20 900	16.7
私家車 Private car	4 100	6.7	6 600	5.6	5 800	4.7	6 300	5.0
穿梭巴士 Shuttle bus	2 400	3.9	1 800	1.5	1 700	1.4	3 500	2.8
渡輪 Ferry	1 300	2.1	2 200	1.8	2 300	1.9	2 800	2.3
直通車 Through train	1 000	1.7	1 800	1.6	1 500	1.2	1 400	1.1
飛機 Air	#	0.1	200	0.2	300	0.3	200	0.2
專營巴士/專線小巴/的士 Franchised bus/Green minibus/Taxi	10 900	17.7	32 000	27.0	35 000	28.3	29 200	23.3
其他 Others	100	0.2	100	#	400	0.3	1 400	1.1
總計 Total	61 600	100.0	118 400	100.0	123 600	100.0	125 200	100.0

表 3A.6c : 按往香港行程目的劃分的來自內地的不過夜旅客往來香港及內地的平均每日旅客人次

Table 3A.6c : Average Daily Passenger Trips between Hong Kong and the Mainland made by Same-day Visitors from the Mainland by Trip Purpose to Hong Kong

往香港行程目的 Trip purpose to Hong Kong	2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
消閒* Leisure*	44 900	72.9	88 600	74.8	88 800	71.9	89 300	71.3
探望親友 Visiting relatives and friends	6 100	9.9	11 700	9.9	12 900	10.4	11 800	9.4
公幹 Business	5 900	9.7	8 400	7.1	7 400	6.0	8 400	6.7
轉駁其他交通工具 Transit	1 700	2.8	1 900	1.6	5 100	4.1	7 300	5.8
上班 Work	200	0.4	1 500	1.3	1 300	1.1	1 400	1.1
其他目的 Other purposes	2 700	4.4	6 300	5.3	8 100	6.6	7 000	5.6
總計 Total	61 600	100.0	118 400	100.0	123 600	100.0	125 200	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.6d : 按到訪的香港地方*劃分的來自內地的不過夜旅客往來香港及內地的平均每日旅客人次
 Table 3A.6d : Average Daily Passenger Trips between Hong Kong and the Mainland made by Same-day Visitors from the Mainland by Place of Visit in Hong Kong*

到訪的香港地方 Place of visit in Hong Kong	2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
九龍 Kowloon	38 600	62.7	55 100	46.6	62 400	50.5	56 800	45.4
尖沙咀 Tsim Sha Tsui	14 100	22.9	19 200	16.2	22 500	18.2	25 600	20.4
旺角/太子 Mong Kok/Prince Edward	15 600	25.4	21 300	18.0	23 100	18.7	18 400	14.7
新界西北 Northwest New Territories	11 700	19.1	31 300	26.5	42 200	34.2	32 700	26.1
屯門 Tuen Mun	5 400	8.8	14 300	12.0	20 500	16.6	17 000	13.6
元朗 Yuen Long	4 400	7.2	12 000	10.1	16 600	13.4	10 100	8.1
新界東北 Northeast New Territories	14 900	24.2	38 300	32.3	41 400	33.5	36 800	29.4
上水 Sheung Shui	8 000	12.9	21 000	17.7	20 400	16.5	20 300	16.2
沙田/火炭 Shatin/Fotan	4 100	6.7	9 700	8.2	13 300	10.8	10 400	8.3
香港島 Hong Kong Island	13 800	22.5	18 500	15.6	19 900	16.1	20 900	16.7
新界西南 Southwest New Territories	3 500	5.7	3 800	3.2	6 900	5.6	10 000	8.0
荃灣及葵青 Tsuen Wan and Kwai Tsing	1 900	3.1	4 700	4.0	3 900	3.2	5 300	4.3
新界東南 Southeast New Territories	100	0.2	300	0.3	1 000	0.8	800	0.6

註釋：* 旅客可到訪多於一個香港地方。

Note : * Passengers may visit more than one place in Hong Kong.

表 3A.6e : 按在內地的起訖點劃分的來自內地的不過夜旅客往來香港及內地的平均每日旅客人次
 Table 3A.6e : Average Daily Passenger Trips between Hong Kong and the Mainland made by Same-day Visitors from the Mainland by Trip End in the Mainland

在內地的起訖點 Trip end in the Mainland	2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
深圳 Shenzhen	43 100	70.0	96 000	81.0	94 400	76.4	98 200	78.4
廣州 Guangzhou	7 800	12.7	8 900	7.5	11 200	9.0	8 400	6.7
東莞 Dongguan	4 700	7.6	5 500	4.6	6 200	5.0	7 500	6.0
廣東省其他地方 Other places in Guangdong Province	5 300	8.7	5 800	4.9	8 500	6.9	8 800	7.0
內地其他地方 Other places in the Mainland	600	1.0	2 200	1.9	3 200	2.6	2 300	1.8
總計 Total	61 600	100.0	118 400	100.0	123 600	100.0	125 200	100.0

表 3A.6f : 按性別及年齡組別劃分的來自內地的不過夜旅客往來香港及內地的平均每日旅客人次
 Table 3A.6f : Average Daily Passenger Trips between Hong Kong and the Mainland made by Same-day Visitors from the Mainland by Sex and Age Group

性別 / 年齡組別 Sex / Age group	2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
男性 Male								
0-14	200	0.4	200	0.2	100	0.1	700	0.6
15-24	2 400	3.9	6 400	5.4	7 300	5.9	7 000	5.6
25-34	10 300	16.8	18 300	15.5	22 000	17.8	21 300	17.0
35-44	7 900	12.9	13 300	11.2	12 700	10.2	15 600	12.5
45-54	3 500	5.8	7 500	6.3	6 800	5.5	5 900	4.7
55-64	1 300	2.0	2 800	2.4	1 600	1.3	2 500	2.0
65 歲或以上 65 and above	400	0.7	1 400	1.2	800	0.6	1 300	1.0
不固定 / 未能分類 / 拒答 Not fixed / Unclassified / Refused	#	#	#	#	#	#	#	#
男性總計 Male total	26 100	42.5	49 900	42.1	51 200	41.4	54 400	43.5
年齡中位數 Median age	35		35		32		33	
女性 Female								
0-14	100	0.2	200	0.1	100	0.1	300	0.3
15-24	3 300	5.4	10 800	9.1	11 300	9.2	11 900	9.5
25-34	16 100	26.1	29 600	25.0	33 300	26.9	30 000	24.0
35-44	10 100	16.5	17 800	15.1	17 600	14.2	18 800	15.0
45-54	3 800	6.2	6 700	5.6	7 300	5.9	6 600	5.2
55-64	1 600	2.6	2 600	2.2	2 100	1.7	2 400	1.9
65 歲或以上 65 and above	400	0.7	900	0.7	700	0.5	800	0.6
不固定 / 未能分類 / 拒答 Not fixed / Unclassified / Refused	#	#	#	#	#	#	#	#
女性總計 Female total	35 400	57.5	68 600	57.9	72 400	58.6	70 800	56.5
年齡中位數 Median age	34		32		31		31	
全部總計 Both sexes	61 600	100.0	118 400	100.0	123 600	100.0	125 200	100.0
年齡中位數 Median age	34		32		31		32	
性別比率(相對每一名女性的男性數目) Sex ratio (males per 1 female)	0.7		0.7		0.7		0.8	

表 3A.7a : 按往香港行程目的劃分的居於其他地方人士往來香港及內地的平均每日抵港旅客人次
 Table 3A.7a : Average Daily Arrival Passenger Trips between Hong Kong and the Mainland made by People Living in Other Places by Trip Purpose to Hong Kong

往香港行程目的 Trip purpose to Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
消閒* Leisure*	4 200	48.3	2 600	44.3	2 300	36.0	2 900	39.6	2 500	34.9
探望親友 Visiting relatives and friends	900	9.9	800	14.2	1 000	15.6	1 500	21.0	2 100	28.5
轉駁其他交通工具 Transit	800	9.7	800	13.6	1 700	26.4	1 100	15.0	1 200	16.6
公幹 Business	2 500	28.9	1 500	24.8	1 000	15.5	1 300	18.1	1 100	15.4
上班 Work	100	0.8	#	0.3	200	2.9	200	3.3	100	0.8
其他目的 Other purposes	200	2.5	200	2.7	200	3.5	200	2.9	300	3.7
總計 Total	8 700	100.0	5 900	100.0	6 300	100.0	7 200	100.0	7 200	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note : * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.7b : 按在香港的住宿類型劃分的居於其他地方人士*往來香港及內地的平均每日抵港旅客人次
 Table 3A.7b : Average Daily Arrival Passenger Trips between Hong Kong and the Mainland made by People Living in Other Places* by Type of Accommodation in Hong Kong

在香港的住宿類型 Type of accommodation in Hong Kong	2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
酒店/賓館 Hotel/Guesthouse	2 400	88.8	3 100	74.3	2 500	67.1
香港親友擁有或租住的物業 Property owned/rented by relatives in Hong Kong	200	5.9	500	12.1	600	16.3
自己或家人擁有或租住的物業 Self/family-owned/rented property	100	4.6	400	9.2	500	12.6
其他 Others	#	0.2	100	2.3	#	1.2
不用留宿 Accommodation not required	#	0.4	100	2.0	100	2.7
總計 Total	2 700	100.0	4 200	100.0	3 700	100.0

註釋：* 只包括過夜行程(不包括香港居民的行程)。

Note : * Include over-night trips (excluding trips made by Hong Kong residents) only.

表 3A.7c : 按往內地行程目的劃分的居於其他地方人士往來香港及內地的平均每日離港旅客人次

Table 3A.7c : Average Daily Departure Passenger Trips between Hong Kong and the Mainland made by People Living in Other Places by Trip Purpose to the Mainland

往內地行程目的 Trip purpose to the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
消閒* Leisure*	2 500	41.9	3 400	46.5	2 300	37.1	1 800	32.0	2 300	36.4
公幹 Business	2 100	35.7	2 000	26.9	1 800	29.4	1 400	25.2	2 100	32.4
探望親友 Visiting relatives and friends	1 000	16.6	1 100	15.7	1 200	19.4	1 800	32.0	1 500	22.9
上班 Work	300	4.5	400	5.8	100	1.8	300	4.5	200	3.2
其他目的 Other purposes	100	1.3	400	5.1	800	12.3	400	6.3	300	5.1
總計 Total	5 900	100.0	7 300	100.0	6 100	100.0	5 600	100.0	6 400	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note : * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.7d : 按在內地的起訖點劃分的居於其他地方人士往來香港及內地的平均每日旅客人次
 Table 3A.7d : Average Daily Passenger Trips between Hong Kong and the Mainland made by People Living in Other Places by Trip End in the Mainland

在內地的起訖點 Trip end in the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
珠江三角洲 Pearl River Delta	12 200	83.4	10 200	77.6	11 000	88.3	10 900	84.7	11 500	84.4
深圳 Shenzhen	5 700	39.3	4 300	32.6	5 300	42.7	6 300	49.3	6 600	48.6
廣州 Guangzhou	3 400	23.3	3 300	25.1	2 600	20.6	2 300	17.8	2 300	16.9
東莞 Dongguan	800	5.3	700	5.5	1 100	8.9	1 000	7.8	700	5.1
珠海 Zhuhai	500	3.7	600	4.2	400	3.5	400	3.0	700	5.0
中山 Zhongshan	800	5.5	300	2.5	700	5.4	200	1.7	400	2.6
佛山 Foshan	300	2.2	400	2.7	200	1.4	200	1.9	300	2.5
江門 Jiangmen	300	2.2	300	2.4	400	3.2	200	1.8	300	2.3
惠州(不包括龍門縣) Huizhou (Excluding Longmen County)	300	2.0	200	1.5	300	2.6	200	1.2	200	1.3
肇慶(端州區、鼎湖 區、四會市、高要區) Zhaoqing (Duanzhou District, Dinghu District, Sihui City, Gaoyao District)	#	0.1	100	1.0	#	#	#	0.1	#	#
廣東省其他地方 Other places in Guangdong Province	100	0.8	200	1.3	100	0.9	100	0.9	100	0.6
上海 Shanghai	400	2.6	800	5.8	400	3.5	400	2.8	800	5.8
北京 Beijing	800	5.7	400	3.0	400	2.9	400	3.2	300	2.1
內地其他地方 Other places in the Mainland	1 100	7.6	1 600	12.3	600	4.5	1 100	8.5	1 000	7.0
總計 Total	14 600	100.0	13 200	100.0	12 400	100.0	12 800	100.0	13 600	100.0

表 3A.7e : 按在香港逗留時間劃分的居於其他地方人士往來香港及內地的平均每日抵港旅客人次
 Table 3A.7e : Average Daily Arrival Passenger Trips between Hong Kong and the Mainland made by People Living in Other Places by Duration of Stay in Hong Kong

在香港逗留時間 Duration of stay in Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一天或少於一天/不過夜* One day or less/ Same-day*	3 800	44.1	1 400	23.9	2 900	45.0	2 200	30.4	2 100	29.5
二至三天/一至兩晚* Two to three days/ One to two night(s)*	2 400	27.8	2 300	39.1	2 100	33.4	2 400	33.5	2 300	32.5
四至七天/三至六晚* Four to seven days/ Three to six nights*	1 200	14.3	1 400	23.5	600	9.1	1 300	18.5	1 200	17.1
多於一星期/多於六晚* More than one week/ More than six nights*	1 000	11.4	700	11.6	300	5.5	1 300	17.5	1 200	16.2
未決定 Not decided yet	200	2.4	100	1.9	400	6.9	#	#	300	4.7
總計 Total	8 700	100.0	5 900	100.0	6 300	100.0	7 200	100.0	7 200	100.0

註釋：* 分類已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * Classifications were revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.7f : 按在內地逗留時間劃分的居於其他地方人士往來香港及內地的平均每日離港旅客人次
 Table 3A.7f : Average Daily Departure Passenger Trips between Hong Kong and the Mainland made by People Living in Other Places by Duration of Stay in the Mainland

在內地逗留時間 Duration of stay in the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一天或少於一天/不過夜* One day or less/ Same-day*	1 800	30.6	1 100	14.7	1 200	20.1	800	13.5	900	13.6
二至三天/一至兩晚* Two to three days/ One to two night(s)*	1 500	26.0	2 300	31.7	2 200	36.2	1 900	34.1	1 500	23.2
四至七天/三至六晚* Four to seven days/ Three to six nights*	1 300	21.9	1 600	22.5	700	11.6	1 000	16.9	1 900	30.2
多於一星期/多於六晚* More than one week/ More than six nights*	1 300	21.5	1 900	25.4	1 700	27.7	1 700	29.7	1 200	18.4
未決定 Not decided yet	#	#	400	5.7	300	4.3	300	5.8	900	14.6
總計 Total	5 900	100.0	7 300	100.0	6 100	100.0	5 600	100.0	6 400	100.0

註釋：* 分類已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * Classifications were revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3A.8 : 按方向、起訖地區及旅客類型劃分的香港以外為起訖地區的往來香港及內地的平均每日旅客人次
 Table 3A.8 : Average Daily Passenger Trips between Hong Kong and the Mainland with Originated/Destined Places outside Hong Kong by Direction, Originated/Destined Place and Passenger Type

方向 / 起訖地區 Direction / Originated/Destined place	2015 統計調查 Survey						2017 統計調查 Survey					
	居於內地的 香港居民 Residents Living in the Mainland		來自內地的旅客 Visitors from the Mainland		居於其他地方 人士 People Living in Other Places		居於內地的 香港居民 Residents Living in the Mainland		來自內地的旅客 Visitors from the Mainland		居於其他地方 人士 People Living in Other Places	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
抵港行程 Arrival trips												
澳門 Macao	200	0.4	3 200	3.2	300	3.8	400	0.7	9 300	8.5	800	10.9
中國內地 The Mainland	48 000	96.9	88 300	89.8	1 600	21.5	51 000	94.4	88 400	80.4	1 200	16.1
其他地方 Other places	200	0.4	4 500	4.6	4 000	55.3	300	0.6	7 100	6.5	3 600	50.0
未決定離港後的目的 地 Places to go after leaving Hong Kong not decided	#	0.1	500	0.5	100	1.7	400	0.7	1 100	1.0	200	2.1
在港逗留時間超過一星 期/未決定在港逗留時間* Duration more than 1 week in Hong Kong/ Duration of stay in Hong Kong not decided yet*	1 100	2.2	1 900	1.9	1 300	17.5	1 900	3.6	4 000	3.6	1 500	20.9
小計 Sub-total	49 500	100.0	98 300	100.0	7 200	100.0	54 000	100.0	110 000	100.0	7 200	100.0
離港行程 Departure trips												
澳門 Macao	200	0.4	600	0.6	500	9.1	600	1.0	1 300	1.2	400	6.1
中國內地 The Mainland	49 700	96.8	92 200	94.1	1 100	19.4	60 800	97.2	99 900	93.7	1 400	21.3
其他地方 Other places	500	1.1	3 200	3.2	3 400	60.8	300	0.5	3 700	3.4	4 200	66.0
在港逗留時間超過一星 期/未決定在港逗留時間* Duration more than 1 week in Hong Kong/ Duration of stay in Hong Kong not decided yet*	900	1.8	2 000	2.1	600	10.8	800	1.3	1 800	1.7	400	6.6
小計 Sub-total	51 300	100.0	97 900	100.0	5 600	100.0	62 600	100.0	106 600	100.0	6 400	100.0

表 3A.8 : 按方向、起訖地區及旅客類型劃分的香港以外為起訖地區的往來香港及內地的平均每日旅客人次(續)
 Table 3A.8 : Average Daily Passenger Trips between Hong Kong and the Mainland with Originated/Destined Places outside Hong Kong by Direction, Originated/Destined Place and Passenger Type (Continued)

方向 / 起訖地區 Direction / Originated/Destined place	2015 統計調查 Survey						2017 統計調查 Survey					
	居於內地的 香港居民 Hong Kong Residents Living in the Mainland		來自內地的旅客 Visitors from the Mainland		居於其他地方 人士 People Living in Other Places		居於內地的 香港居民 Hong Kong Residents Living in the Mainland		來自內地的旅客 Visitors from the Mainland		居於其他地方 人士 People Living in Other Places	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
所有行程 All trips												
澳門 Macao	400	0.4	3 800	1.9	800	6.2	1 000	0.9	10 700	4.9	1 200	8.7
中國內地 The Mainland	97 600	96.9	180 400	91.9	2 600	20.6	111 800	95.9	188 300	86.9	2 500	18.5
其他地方 Other places	700	0.7	7 700	3.9	7 400	57.7	600	0.6	10 800	5.0	7 800	57.5
未決定離港後的目的 地 Places to go after leaving Hong Kong not decided	#	#	500	0.3	100	1.0	400	0.3	1 100	0.5	200	1.1
在港逗留時間超過一星期 /未決定在港逗留時間* Duration more than 1 week in Hong Kong/ Duration of stay in Hong Kong not decided yet*	2 000	2.0	3 900	2.0	1 900	14.6	2 800	2.4	5 800	2.7	1 900	14.2
總計 Total	100 800	100.0	196 200	100.0	12 800	100.0	116 600	100.0	216 600	100.0	13 600	100.0

註釋：* 在港逗留超過一星期或尚未決定在港逗留時間的旅客，皆假設為不會使用香港作為中途站，故不用搜集他們離港後往何處或從何處到香港的資料。
 Note : * Passengers who would stay/had stayed in Hong Kong for more than one week or had not decided the duration of stay were assumed not using Hong Kong as an intermediate stop. Data on the next place after leaving Hong Kong or the last place before arriving Hong Kong were thus not collected.

表 3A.9 : 按在廣東省所使用的交通樞紐*劃分的起訖點為廣東省以外的往來香港及內地的平均每日旅客人次
 Table 3A.9 : Average Daily Passenger Trips between Hong Kong and the Mainland with Trip End outside Guangdong Province by Transportation Hub Used in Guangdong Province*

在廣東省所使用的交通樞紐 Transportation hub used in Guangdong Province	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
沒有 No	19 900	58.7	23 900	59.6	27 800	65.7	31 600	65.8	42 200	80.7
有 Yes	14 000	41.3	16 200	40.4	14 500	34.3	16 400	34.2	10 100	19.3
其中： in which：										
深圳寶安國際機場 Shenzhen Bao'an International Airport	7 600	53.8	8 500	52.3	5 700	39.3	6 000	36.3	4 800	47.5
廣東省其他機場 Other airports in Guangdong Province	1 700	11.9	2 400	15.0	1 600	11.2	1 100	6.8	400	4.1
深圳市火車站 [^] Shenzhen train stations [^]	2 400	17.1	2 000	12.1	4 700	32.3	5 900	35.8	4 600	45.2
廣東省其他火車站 [^] Other train stations in Guangdong Province [^]	800	5.5	1 600	9.7	1 000	7.2	700	4.2	200	2.1
深圳市長途汽車站 Coach stations in Shenzhen	1 800	12.9	2 200	13.4	1 300	9.3	2 100	12.7	100	1.1
廣東省其他長途汽車站 Other coach stations in Guangdong Province	400	2.9	100	0.6	1 500	10.6	800	5.1	100	0.7
渡船碼頭 Ferry piers	200	1.3	100	0.9	100	0.4	#	0.2	#	0.2
總計 Total	34 000		40 100		42 300		47 900		52 300	

註釋：* 旅客可使用多於一個交通樞紐。

[^] 深圳市火車站及廣東省其他火車站的定義已於二零一五年統計調查作出修訂，深圳市火車站的數字涵蓋了所有使用深圳站、深圳西站及深圳北站的旅客人次，而廣東省其他火車站的數字則包括所有使用廣東省內非深圳市火車站的旅客人次。以往統計調查的數字亦已作出相應的修改。由二零一七年統計調查開始，使用福田站的旅客人次亦已包括在深圳市火車站的數字內。

Notes：* Passengers may use more than one transportation hub.

[^] The definitions of Shenzhen train stations and other train stations in Guangdong Province were revised in the 2015 Survey. The figures for Shenzhen train stations cover all passenger trips made at Shenzhen Railway Station, Shenzhen West Railway Station and Shenzhen North Railway Station, while those for other train stations in Guangdong Province include all passenger trips made at non-Shenzhen train stations in Guangdong Province. Figures from previous surveys have also been revised accordingly. Starting from the 2017 Survey, the number of passenger trips made at the Futain Railway Station was also included in the figures for Shenzhen train stations.

表 3B.1 : 各類經常往來香港及內地的跨界旅客數目

Table 3B.1 : Number of Frequent Trip Makers between Hong Kong and the Mainland by Type

經常跨界旅客類型 Type of frequent trip makers	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
跨界上班人士 Cross-boundary workers	42 300	6.3	49 200	7.0	41 400	5.6	47 600	5.4	42 500	5.9
跨界學生* Cross-boundary students*	7 600	1.1	12 790	1.8	20 510	2.8	27 790	3.2	28 280	3.9
經常跨界公幹人士 Frequent business trip makers	161 800	24.1	137 600	19.6	152 000	20.6	167 400	19.1	111 900	15.5
經常跨界消閒人士^ Frequent leisure trip makers^	314 800	46.9	308 500	43.9	298 800	40.5	326 500	37.3	301 500	41.8
探親人士 Extended home-leavers	55 100	8.2	69 900	9.9	92 400	12.5	128 000	14.6	92 700	12.9
其他經常跨界人士 Other frequent trip makers	89 200	13.3	124 900	17.8	132 600	18.0	178 600	20.4	144 500	20.0
總計 Total	670 700	100.0	702 800	100.0	737 700	100.0	875 900	100.0	721 400	100.0
經常跨界旅客類型 Type of frequent trip makers	居於香港 人士 Living in Hong Kong	居於內地 人士 Living in the Mainland	居於香港 人士 Living in Hong Kong	居於內地 人士 Living in the Mainland	居於香港 人士 Living in Hong Kong	居於內地 人士 Living in the Mainland	居於香港 人士 Living in Hong Kong	居於內地 人士 Living in the Mainland	居於香港 人士 Living in Hong Kong	居於內地 人士 Living in the Mainland
跨界上班人士 Cross-boundary workers	20 000	22 300	21 500	27 700	17 400	24 000	21 500	26 000	17 300	25 300
跨界學生* Cross-boundary students*	N.A.	7 600	N.A.	12 790	N.A.	20 510	N.A.	27 790	N.A.	28 280
經常跨界公幹人士 Frequent business trip makers	140 000	21 700	118 100	19 500	120 500	31 500	135 900	31 500	87 200	24 700
經常跨界消閒人士^ Frequent leisure trip makers^	277 900	36 900	246 700	61 700	177 100	121 700	190 600	135 900	174 400	127 100
探親人士 Extended home-leavers	38 800	16 300	49 600	20 400	65 000	27 400	84 000	44 000	69 200	23 500
其他經常跨界人士 Other frequent trip makers	70 400	18 800	96 700	28 200	95 800	36 800	128 100	50 500	97 300	47 200
總計 Total	547 100	123 600	532 600	170 200	475 800	261 900	560 100	315 800	445 300	276 100

註釋 : * 跨界學生的定義由以往統計調查的十九歲或以下修訂為二零一三至一四年統計調查起的十八歲或以下。

^ 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Notes : * The definition of cross-boundary students was revised from those aged 19 and below in the previous surveys to aged 18 and below from the 2013/14 Survey onwards.

^ The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3B.2a : 按性別及年齡組別劃分的居於香港跨界上班人士數目

Table 3B.2a : Number of Cross-boundary Workers Living in Hong Kong by Sex and Age Group

性別 / 年齡組別 Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
男性 Male										
15-24	300	1.5	200	1.1	200	0.9	200	0.9	200	1.0
25-34	1 900	9.4	3 400	16.0	1 800	10.6	1 700	8.1	2 000	11.4
35-44	4 200	21.2	3 900	18.0	3 700	21.3	4 500	20.7	3 500	20.4
45-54	6 600	33.2	4 800	22.2	5 400	30.9	5 700	26.6	3 800	21.9
55-64	1 200	6.1	1 900	9.0	2 400	13.8	2 500	11.7	3 600	21.1
65 歲或以上 65 and above	100	0.5	400	1.8	100	0.8	200	1.1	600	3.6
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
男性總計 Male total	14 400	72.0	14 600	68.2	13 600	78.2	14 900	69.1	13 700	79.4
年齡中位數 Median age	45		43		46		47		47	
女性 Female										
15-24	100	0.4	600	2.6	200	1.3	100	0.3	200	1.4
25-34	2 200	10.8	2 400	11.1	1 100	6.3	3 700	17.1	1 300	7.4
35-44	2 300	11.6	1 800	8.5	1 200	7.0	1 000	4.7	1 100	6.3
45-54	1 000	5.0	1 600	7.3	1 100	6.2	1 500	7.1	700	4.1
55-64	#	0.2	400	1.8	200	1.1	300	1.5	300	1.4
65 歲或以上 65 and above	#	0.1	100	0.6	#	#	#	#	#	#
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
女性總計 Female total	5 600	28.0	6 800	31.8	3 800	21.8	6 700	30.9	3 500	20.6
年齡中位數 Median age	38		37		39		32		36	
全部總計 Both sexes	20 000	100.0	21 500	100.0	17 400	100.0	21 500	100.0	17 300	100.0
年齡中位數 Median age	43		42		45		42		45	
性別比率(相對每一名女性的男性數目) Sex ratio (males per 1 female)	2.6		2.1		3.6		2.2		3.9	

表 3B.2b : 按職業類別*^劃分的居於香港跨界上班人士數目

Table 3B.2b : Number of Cross-boundary Workers Living in Hong Kong by Occupation*^

職業類別 Occupation	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
經理、行政人員及專業人員 Managers, administrators and professionals	9 900	50.4	8 000	38.6	7 100	42.5	11 300	53.7	5 400	33.9
機台及機器操作員及裝配員 Plant and machine operators and assemblers	2 500	12.9	3 300	16.0	3 600	21.9	2 900	13.6	3 800	24.2
輔助專業人員 Associate professionals	3 100	15.5	2 900	13.8	2 200	13.4	2 100	10.1	2 200	13.7
服務及商店銷售人員 Service and shop sales workers	1 400	7.2	1 200	5.9	700	4.1	1 300	6.0	2 100	13.4
文書支援人員 Clerical support workers	1 400	7.1	1 400	6.9	1 200	7.2	1 300	6.0	1 500	9.4
工藝及有關人員 Craft and related workers	300	1.6	400	2.0	600	3.6	700	3.3	500	3.2
非技術工人 Elementary occupations	500	2.6	700	3.5	400	2.4	600	2.7	300	2.0
其他職業 Other occupations	#	0.1	#	0.2	#	0.1	#	#	#	#
不固定/未能分類/拒答 Not fixed/Unclassified/Refused	500	2.6	2 700	13.0	800	4.8	1 000	4.6	#	0.1
總計 Total	19 700	100.0	20 800	100.0	16 700	100.0	21 000	100.0	15 800	100.0

註釋 : * 只包括全職工作人士。

^ 職業類別已跟據「國際標準職業分類 2008 年版」於二零一三至一四年統計調查作出修訂，由於「國際標準職業分類 2008 年版」與之前分類方法在上列的最高層次上只有相對輕微的改動，因此二零一三至一四年統計調查起的數字大致可與以往的數字作比較。

Notes : * Include persons in full-time employment only.

^ The occupation classification was revised in the 2013/14 Survey based on the new occupation classification which is modelled on the International Standard Classification of Occupations 2008 (ISCO-08). As changes between the ISCO-08 and previous version of classification at the top level as shown above are relatively minor, figures from the 2013/14 Survey onwards are broadly comparable with those of the previous surveys.

表 3B.3a : 按性別及年齡組別劃分的居於內地跨界上班人士數目

Table 3B.3a : Number of Cross-boundary Workers Living in the Mainland by Sex and Age Group

性別 / 年齡組別 Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
男性 Male										
15-24	400	1.9	400	1.3	1 100	4.6	700	2.6	900	3.7
25-34	4 600	20.5	3 300	12.1	3 700	15.4	3 900	15.0	3 700	14.5
35-44	6 100	27.4	5 700	20.6	5 300	22.2	6 700	25.7	4 900	19.4
45-54	5 800	25.9	10 600	38.3	6 400	26.7	6 400	24.6	4 900	19.4
55-64	1 700	7.7	2 500	9.0	2 600	10.7	2 800	10.8	4 100	16.1
65 歲或以上 65 and above	100	0.2	300	1.0	600	2.3	900	3.3	800	3.3
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
男性總計 Male total	18 600	83.7	22 800	82.3	19 600	81.9	21 300	82.0	19 300	76.5
年齡中位數 Median age	42		45		44		43		45	
女性 Female										
15-24	200	0.8	200	0.8	400	1.6	500	1.8	900	3.4
25-34	1 300	5.7	2 200	7.8	2 600	10.9	2 100	8.1	1 400	5.6
35-44	1 800	8.2	1 500	5.6	1 000	4.0	1 400	5.4	2 600	10.2
45-54	200	1.0	800	2.8	200	0.9	600	2.2	800	3.4
55-64	100	0.5	100	0.4	100	0.5	100	0.4	200	0.9
65 歲或以上 65 and above	#	0.1	100	0.3	#	0.2	#	#	#	0.1
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
女性總計 Female total	3 600	16.3	4 900	17.7	4 300	18.1	4 700	18.0	5 900	23.5
年齡中位數 Median age	36		35		30		34		36	
全部總計 Both sexes	22 300	100.0	27 700	100.0	24 000	100.0	26 000	100.0	25 300	100.0
年齡中位數 Median age	40		45		42		40		41	
性別比率(相對每一名女性的男性數目) Sex ratio (males per 1 female)	5.1		4.6		4.5		4.5		3.2	

表 3B.3b : 按常居地劃分的居於內地跨界上班人士數目

Table 3B.3b : Number of Cross-boundary Workers Living in the Mainland by Usual Place of Residence

常居地 Usual place of residence	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
深圳 Shenzhen	21 800	98.0	27 500	99.2	23 100	96.6	25 400	97.4	24 900	98.5
內地其他地方 Other places in the Mainland	500	2.0	200	0.8	800	3.4	700	2.6	400	1.5
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
總計 Total	22 300	100.0	27 700	100.0	24 000	100.0	26 000	100.0	25 300	100.0

表 3B.3c : 按職業類別*^劃分的居於內地跨界上班人士數目

Table 3B.3c : Number of Cross-boundary Workers Living in the Mainland by Occupation*^

職業類別 Occupation	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
經理、行政人員及專業 人員 Managers, administrators and professionals	5 600	25.9	5 000	19.2	4 500	19.9	6 100	24.0	5 700	24.9
服務及商店銷售人員 Service and shop sales workers	2 100	9.7	3 000	11.6	2 400	10.9	5 800	22.8	4 800	20.8
機台及機器操作員及裝 配員 Plant and machine operators and assemblers	3 000	13.8	6 100	23.4	3 800	17.0	3 000	11.9	3 500	15.3
文書支援人員 Clerical support workers	1 600	7.2	1 600	6.0	2 300	10.2	1 800	7.2	2 700	11.8
輔助專業人員 Associate professionals	3 800	17.6	2 700	10.2	4 400	19.8	3 600	14.3	2 400	10.3
工藝及有關人員 Craft and related workers	2 400	11.0	3 400	13.1	2 500	11.2	2 600	10.2	2 200	9.5
非技術工人 Elementary occupations	2 400	10.9	1 900	7.3	1 600	7.3	1 000	4.0	1 600	6.9
其他職業 Other occupations	#	#	#	#	#	#	#	0.1	#	#
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	900	3.9	2 400	9.1	800	3.7	1 400	5.4	100	0.4
總計 Total	21 700	100.0	26 200	100.0	22 500	100.0	25 400	100.0	22 900	100.0

註釋 : * 只包括全職工作人士。

^ 職業類別已跟據「國際標準職業分類 2008 年版」於二零一三至一四年統計調查作出修訂，由於「國際標準職業分類 2008 年版」與之前分類方法在上列的最高層次上只有相對輕微的改動，因此二零一三至一四年統計調查起的數字大致可與以往的數字作比較。

Notes : * Include persons in full-time employment only.

^ The occupation classification was revised in the 2013/14 Survey based on the new occupation classification which is modelled on the International Standard Classification of Occupations 2008 (ISCO-08). As changes between the ISCO-08 and previous version of classification at the top level as shown above are relatively minor, figures from the 2013/14 Survey onwards are broadly comparable with those of the previous surveys.

表 3B.4a : 按性別及年齡組別劃分的居於內地跨界學生*數目

Table 3B.4a : Number of Cross-boundary Students* Living in the Mainland by Sex and Age Group

性別 / 年齡組別 Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
男性 Male										
5 歲或以下 5 and below	1 300	17.2	2 960	23.1	4 710	23.0	5 920	21.3	1 930	6.8
6-11	1 890	24.8	3 000	23.4	4 990	24.3	7 730	27.8	9 930	35.1
12-18	680	8.9	1 350	10.6	2 250	11.0	1 840	6.6	3 120	11.0
男性總計 Male total	3 870	50.9	7 310	57.1	11 950	58.3	15 490	55.8	14 980	53.0
年齡中位數 Median age	8		7		6		7		10	
女性 Female										
5 歲或以下 5 and below	1 150	15.2	2 230	17.4	2 650	12.9	3 650	13.1	1 830	6.5
6-11	1 680	22.2	2 150	16.8	4 320	21.1	6 830	24.6	8 530	30.2
12-18	890	11.7	1 100	8.6	1 590	7.7	1 820	6.5	2 930	10.4
女性總計 Female total	3 730	49.1	5 480	42.9	8 560	41.7	12 300	44.2	13 290	47.0
年齡中位數 Median age	8		6		8		8		9	
全部總計 Both sexes	7 600	100.0	12 790	100.0	20 510	100.0	27 790	100.0	28 280	100.0
年齡中位數 Median age	8		7		7		7		10	
性別比率(相對每一名女 性的男性數目) Sex ratio (males per 1 female)	1.0		1.3		1.4		1.3		1.1	

註釋：* 跨界學生的定義由以往統計調查的十九歲或以下修訂為二零一三至一四年統計調查起的十八歲或以下。

Note : * The definition of cross-boundary students was revised from those aged 19 and below in the previous surveys to aged 18 and below from the 2013/14 Survey onwards.

表 3B.4b : 按常居地劃分的居於內地跨界學生*數目

Table 3B.4b : Number of Cross-boundary Students* Living in the Mainland by Usual Place of Residence

常居地 Usual place of residence	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
深圳 Shenzhen	7 590	100.0	12 780	99.9	20 490	99.9	27 680	99.6	28 250	99.9
內地其他地方 Other places in the Mainland	#	#	10	0.1	20	0.1	100	0.4	20	0.1
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
總計 Total	7 600	100.0	12 790	100.0	20 510	100.0	27 790	100.0	28 280	100.0

註釋：* 跨界學生的定義由以往統計調查的十九歲或以下修訂為二零一三至一四年統計調查起的十八歲或以下。

Note : * The definition of cross-boundary students was revised from those aged 19 and below in the previous surveys to aged 18 and below from the 2013/14 Survey onwards.

表 3B.5a : 按跨界頻密程度劃分的居於香港經常跨界公幹人士數目

Table 3B.5a : Number of Frequent Business Trip Makers Living in Hong Kong by Usual Travelling Frequency

跨界頻密程度 Usual travelling frequency	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
每星期六次或以上 6 times a week or more	2 500	1.8	3 300	2.8	3 900	3.2	3 700	2.7	3 300	3.8
每星期四至五次 4 to 5 times a week	6 300	4.5	8 500	7.2	6 600	5.4	6 500	4.8	6 100	7.0
每星期二至三次 2 to 3 times a week	47 700	34.0	41 700	35.3	38 300	31.8	39 100	28.8	26 300	30.1
每星期一次 Once a week	83 500	59.7	64 600	54.7	71 800	59.6	86 600	63.7	51 500	59.1
總計 Total	140 000	100.0	118 100	100.0	120 500	100.0	135 900	100.0	87 200	100.0

表 3B.5b : 按性別及年齡組別劃分的居於香港經常跨界公幹人士數目

Table 3B.5b : Number of Frequent Business Trip Makers Living in Hong Kong by Sex and Age Group

性別 / 年齡組別 Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
男性 Male										
15-24	2 400	1.7	2 600	2.2	700	0.6	2 300	1.7	800	0.9
25-34	19 100	13.7	15 000	12.7	13 700	11.3	20 600	15.2	8 600	9.9
35-44	38 100	27.2	24 900	21.1	27 000	22.4	27 900	20.5	20 300	23.3
45-54	37 700	27.0	30 200	25.6	35 000	29.0	35 800	26.3	21 200	24.3
55-64	12 100	8.6	12 600	10.7	16 000	13.3	16 000	11.8	13 300	15.3
65 歲或以上 65 and above	2 100	1.5	4 900	4.2	4 900	4.1	2 800	2.1	5 800	6.6
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
男性總計 Male total	111 600	79.7	90 300	76.4	97 300	80.7	105 400	77.6	70 100	80.4
年齡中位數 Median age	43		45		46		45		47	
女性 Female										
15-24	700	0.5	700	0.6	1 000	0.8	100	0.1	900	1.0
25-34	8 000	5.7	8 300	7.0	6 000	5.0	8 500	6.3	3 700	4.2
35-44	10 900	7.8	8 800	7.4	8 400	7.0	11 500	8.5	6 400	7.3
45-54	6 700	4.8	7 100	6.0	6 100	5.0	8 900	6.5	3 600	4.1
55-64	1 900	1.4	2 700	2.3	1 400	1.2	1 400	1.0	2 000	2.3
65 歲或以上 65 and above	200	0.1	200	0.2	300	0.2	100	#	500	0.6
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
女性總計 Female total	28 400	20.3	27 800	23.6	23 200	19.3	30 400	22.4	17 100	19.6
年齡中位數 Median age	40		40		40		41		40	
全部總計 Both sexes	140 000	100.0	118 100	100.0	120 500	100.0	135 900	100.0	87 200	100.0
年齡中位數 Median age	43		43		45		43		45	
性別比率(相對每一名女 性的男性數目) Sex ratio (males per 1 female)	3.9		3.2		4.2		3.5		4.1	

表 3B.5c : 按所從事行業類別*^劃分的居於香港經常跨界公幹人士數目

Table 3B.5c : Number of Frequent Business Trip Makers Living in Hong Kong by Industry Engaged*^

所從事行業類別 Industry engaged	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
製造業 Manufacturing	47 300	34.4	37 200	33.7	40 900	35.9	45 000	34.1	27 900	34.3
進出口、批發及零售業 Import/export, wholesale and retail trades	28 400	20.7	29 500	26.7	29 100	25.5	35 900	27.2	23 100	28.4
金融及保險業 Financing and insurance	10 200	7.5	12 700	11.5	7 700	6.8	7 700	5.9	5 300	6.5
資訊及通訊業 Information and communications					5 500	4.8	10 700	8.1	3 700	4.6
地產、專業及 商用服務業 Real estate, professional and business services	13 500	9.8	7 800	7.0	6 800	5.9	8 500	6.4	5 900	7.2
建造業 Construction	10 200	7.4	6 100	5.6	7 500	6.5	6 400	4.9	5 400	6.7
公共行政、教育、人類 醫療保健及社工活動 Public administration, education, human health and social work activities	4 000	2.9	3 000	2.7	2 400	2.1	1 200	0.9	2 500	3.1
雜項社會及個人服務 Miscellaneous social and personal services					1 900	1.7	4 700	3.6	1 100	1.4
運輸、倉庫、郵政及速 遞服務業 Transportation, storage, postal and courier services	6 400	4.7	8 200	7.4	6 100	5.3	7 700	5.9	3 500	4.3
住宿及膳食服務業 Accommodation and food services	1 100	0.8	1 300	1.2	1 300	1.1	2 000	1.5	1 400	1.8
其他行業 Other industries	#	#	3 400	3.1	1 700	1.5	200	0.2	900	1.0
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	16 200	11.8	1 100	1.0	3 200	2.8	1 600	1.2	500	0.6
總計 Total	137 300	100.0	110 400	100.0	114 200	100.0	131 700	100.0	81 300	100.0

註釋 : * 只包括全職工作人士。

^ 行業類別的定義已按「香港標準行業分類 2.0 版」於二零一三至一四年統計調查作出修訂，因此，二零一三至一四年統計調查起的數字未必能與以往的數字作直接比較。

Notes : * Include persons in full-time employment only.

^ The industry classification was revised in the 2013/14 Survey based on the Hong Kong Standard Industrial Classification Version 2.0 and hence, figures from the 2013/14 Survey onwards may not be directly comparable with those of the previous surveys.

表 3B.6a : 按跨界頻密程度劃分的居於內地經常跨界公幹人士數目

Table 3B.6a : Number of Frequent Business Trip Makers Living in the Mainland by Usual Travelling Frequency

跨界頻密程度 Usual travelling frequency	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
每星期六次或以上 6 times a week or more	300	1.2	700	3.6	1 100	3.6	600	2.0	4 900	19.6
每星期四至五次 4 to 5 times a week	700	3.4	1 400	7.2	3 600	11.3	2 200	7.0	1 300	5.5
每星期二至三次 2 to 3 times a week	10 400	47.9	8 400	43.1	12 800	40.6	6 300	20.0	8 200	33.0
每星期一次 Once a week	10 300	47.5	9 000	46.1	14 000	44.5	22 400	71.0	10 400	41.9
總計 Total	21 700	100.0	19 500	100.0	31 500	100.0	31 500	100.0	24 700	100.0

表 3B.6b : 按性別及年齡組別劃分的居於內地經常跨界公幹人士數目

Table 3B.6b : Number of Frequent Business Trip Makers Living in the Mainland by Sex and Age Group

性別 / 年齡組別 Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
男性 Male										
15-24	400	1.8	300	1.4	400	1.2	1 000	3.2	400	1.6
25-34	4 400	20.2	3 900	20.2	11 500	36.4	4 800	15.1	6 900	27.9
35-44	6 000	27.5	6 400	32.9	6 100	19.3	3 400	10.7	5 400	22.0
45-54	3 900	18.1	3 600	18.5	6 600	21.1	8 800	27.9	3 300	13.5
55-64	1 400	6.4	1 300	6.9	700	2.3	1 700	5.3	1 600	6.3
65 歲或以上 65 and above	500	2.3	500	2.4	300	1.0	400	1.4	300	1.1
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
男性總計 Male total	16 600	76.3	16 000	82.2	25 500	81.2	20 100	63.7	17 900	72.4
年齡中位數 Median age	41		40		35		47		38	
女性 Female										
15-24	300	1.3	100	0.3	800	2.5	1 100	3.5	1 000	4.2
25-34	2 800	12.7	1 600	8.3	3 700	11.8	3 900	12.2	2 000	8.0
35-44	1 400	6.5	700	3.7	1 000	3.3	5 400	17.2	2 500	10.1
45-54	500	2.4	300	1.6	200	0.7	900	2.7	1 000	4.1
55-64	200	0.8	500	2.6	100	0.4	100	0.2	200	0.9
65 歲或以上 65 and above	#	#	200	1.1	#	#	100	0.4	100	0.5
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
女性總計 Female total	5 200	23.7	3 500	17.8	5 900	18.8	11 400	36.3	6 800	27.6
年齡中位數 Median age	29		37		30		35		35	
全部總計 Both sexes	21 700	100.0	19 500	100.0	31 500	100.0	31 500	100.0	24 700	100.0
年齡中位數 Median age	41		39		33		38		38	
性別比率(相對每一名女性的男性數目) Sex ratio (males per 1 female)	3.2		4.6		4.3		1.8		2.6	

表 3B.6c : 按所從事行業類別*^劃分的居於內地經常跨界公幹人士數目

Table 3B.6c : Number of Frequent Business Trip Makers Living in the Mainland by Industry Engaged*^

所從事行業類別 Industry engaged	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
進出口、批發及零售業 Import/export, wholesale and retail trades	8 800	40.9	7 700	43.4	9 900	31.9	12 100	39.6	7 100	30.1
製造業 Manufacturing	3 700	17.2	3 100	17.7	6 400	20.6	6 400	20.8	4 200	17.8
金融及保險業 Financing and insurance	1 400	6.5	2 300	12.8	2 000	6.4	1 600	5.3	2 500	10.7
資訊及通訊業 Information and communications					4 600	15.0	1 900	6.1	1 000	4.3
公共行政、教育、人類 醫療保健及社工活動 Public administration, education, human health and social work activities	500	2.5	700	3.9	1 800	5.9	2 000	6.6	2 400	10.3
雜項社會及個人服務 Miscellaneous social and personal services					900	2.8	2 100	6.9	600	2.7
運輸、倉庫、郵政及速 遞服務業 Transportation, storage, postal and courier services	2 500	11.7	600	3.1	1 500	4.8	1 200	3.8	1 800	7.6
地產、專業及 商用服務業 Real estate, professional and business services	1 700	7.9	2 000	11.4	1 900	6.2	1 000	3.3	1 600	6.7
建造業 Construction	400	2.1	400	2.0	800	2.7	1 800	5.9	900	3.9
住宿及膳食服務業 Accommodation and food services	100	0.6	300	1.7	100	0.3	100	0.3	500	2.1
其他行業 Other industries	#	0.1	300	1.6	200	0.7	300	1.1	900	3.6
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	2 200	10.5	400	2.4	800	2.6	#	0.1	#	0.1
總計 Total	21 400	100.0	17 800	100.0	30 900	100.0	30 500	100.0	23 500	100.0

註釋 : * 只包括全職工作人士。

^ 行業類別的定義已按「香港標準行業分類 2.0 版」於二零一三至一四年統計調查作出修訂，因此，二零一三至一四年統計調查起的數字未必能與以往的數字作直接比較。

Notes : * Include persons in full-time employment only.

^ The industry classification was revised in the 2013/14 Survey based on the Hong Kong Standard Industrial Classification Version 2.0 and hence, figures from the 2013/14 Survey onwards may not be directly comparable with those of the previous surveys.

表 3B.7a : 按跨界頻密程度劃分的居於香港經常跨界消閒人士*數目

Table 3B.7a : Number of Frequent Leisure Trip Makers* Living in Hong Kong by Usual Travelling Frequency

跨界頻密程度 Usual travelling frequency	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
每星期六次或以上 6 times a week or more	2 800	1.0	4 800	2.0	4 000	2.3	2 200	1.1	4 700	2.7
每星期四至五次 4 to 5 times a week	7 700	2.8	9 300	3.8	11 500	6.5	7 500	3.9	10 300	5.9
每星期二至三次 2 to 3 times a week	54 400	19.6	61 100	24.8	39 900	22.5	47 100	24.7	45 600	26.1
每星期一次 Once a week	213 000	76.7	171 500	69.5	121 600	68.7	133 800	70.2	113 900	65.3
總計 Total	277 900	100.0	246 700	100.0	177 100	100.0	190 600	100.0	174 400	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note : * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3B.7b : 按性別及年齡組別劃分的居於香港經常跨界消閒人士*數目

Table 3B.7b : Number of Frequent Leisure Trip Makers* Living in Hong Kong by Sex and Age Group

性別 / 年齡組別 Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
男性 Male										
0-14	700	0.2	900	0.3	400	0.2	800	0.4	800	0.4
15-24	11 500	4.1	10 300	4.2	6 100	3.4	15 600	8.2	8 700	5.0
25-34	31 900	11.5	34 100	13.8	15 300	8.6	26 200	13.7	26 800	15.4
35-44	35 600	12.8	34 800	14.1	18 900	10.7	22 900	12.0	14 700	8.5
45-54	39 600	14.3	30 600	12.4	28 700	16.2	24 700	12.9	15 700	9.0
55-64	28 800	10.4	25 800	10.5	25 200	14.2	19 000	10.0	20 600	11.8
65 歲或以上 65 and above	14 400	5.2	17 100	6.9	20 100	11.3	16 100	8.4	26 500	15.2
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
男性總計 Male total	162 500	58.5	153 700	62.3	114 600	64.7	125 300	65.7	113 800	65.3
年齡中位數 Median age	45		43		50		44		49	
女性 Female										
0-14	900	0.3	700	0.3	300	0.2	200	0.1	900	0.5
15-24	7 200	2.6	7 500	3.0	6 300	3.6	5 400	2.8	8 200	4.7
25-34	19 300	6.9	25 300	10.3	11 100	6.3	16 100	8.5	14 800	8.5
35-44	29 000	10.4	24 000	9.7	13 200	7.4	16 200	8.5	11 900	6.8
45-54	34 800	12.5	21 900	8.9	17 600	9.9	12 100	6.3	11 200	6.4
55-64	19 100	6.9	8 900	3.6	10 000	5.6	13 000	6.8	8 400	4.8
65 歲或以上 65 and above	5 200	1.9	4 800	1.9	3 900	2.2	2 300	1.2	5 200	3.0
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
女性總計 Female total	115 400	41.5	93 100	37.7	62 500	35.3	65 300	34.3	60 600	34.7
年齡中位數 Median age	45		40		45		40		40	
全部總計 Both sexes	277 900	100.0	246 700	100.0	177 100	100.0	190 600	100.0	174 400	100.0
年齡中位數 Median age	45		42		47		42		45	
性別比率(相對每一名女 性的男性數目) Sex ratio (males per 1 female)	1.4		1.7		1.8		1.9		1.9	

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3B.8a : 按跨界頻密程度劃分的居於內地經常跨界消閒人士*數目

Table 3B.8a : Number of Frequent Leisure Trip Makers* Living in the Mainland by Usual Travelling Frequency

跨界頻密程度 Usual travelling frequency	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
每星期六次或以上 6 times a week or more	700	1.9	1 700	2.8	3 600	3.0	2 200	1.6	8 600	6.8
每星期四至五次 4 to 5 times a week	1 000	2.8	2 600	4.2	8 300	6.8	4 400	3.2	8 600	6.8
每星期二至三次 2 to 3 times a week	8 100	22.0	18 900	30.7	34 500	28.4	28 000	20.6	24 300	19.1
每星期一次 Once a week	27 000	73.3	38 500	62.4	75 200	61.8	101 300	74.5	85 600	67.3
總計 Total	36 900	100.0	61 700	100.0	121 700	100.0	135 900	100.0	127 100	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note : * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3B.8b : 按性別及年齡組別劃分的居於內地經常跨界消閒人士*數目

Table 3B.8b : Number of Frequent Leisure Trip Makers* Living in the Mainland by Sex and Age Group

性別 / 年齡組別 Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
男性 Male										
0-14	400	1.1	200	0.3	200	0.2	100	0.1	500	0.4
15-24	500	1.3	3 000	4.9	7 100	5.8	3 400	2.5	4 600	3.6
25-34	6 800	18.4	8 000	13.0	15 700	12.9	16 700	12.3	20 100	15.8
35-44	4 600	12.6	7 900	12.7	12 200	10.0	9 900	7.3	13 200	10.4
45-54	3 300	8.9	3 400	5.5	7 500	6.1	14 800	10.9	5 300	4.2
55-64	2 200	5.9	2 400	3.9	5 700	4.7	3 300	2.4	2 600	2.1
65 歲或以上 65 and above	1 200	3.1	1 100	1.8	2 800	2.3	1 600	1.2	6 100	4.8
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
男性總計 Male total	18 900	51.3	26 000	42.1	51 100	42.0	49 700	36.6	52 500	41.3
年齡中位數 Median age	38		36		36		40		35	
女性 Female										
0-14	100	0.3	100	0.1	#	#	#	#	100	0.1
15-24	1 600	4.4	4 200	6.7	5 400	4.4	6 700	4.9	10 600	8.4
25-34	7 500	20.3	12 500	20.2	26 100	21.5	38 200	28.1	33 200	26.1
35-44	6 100	16.4	11 200	18.1	26 800	22.0	24 100	17.7	21 300	16.8
45-54	2 300	6.2	4 000	6.4	7 900	6.5	12 800	9.4	7 300	5.7
55-64	200	0.6	2 500	4.1	3 500	2.9	3 300	2.4	1 300	1.1
65 歲或以上 65 and above	200	0.6	1 300	2.2	900	0.7	1 300	1.0	800	0.6
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
女性總計 Female total	18 000	48.7	35 700	57.9	70 600	58.0	86 200	63.4	74 600	58.7
年齡中位數 Median age	34		35		35		33		32	
全部總計 Both sexes	36 900	100.0	61 700	100.0	121 700	100.0	135 900	100.0	127 100	100.0
年齡中位數 Median age	35		35		35		35		33	
性別比率(相對每一名女 性的男性數目) Sex ratio (males per 1 female)	1.1		0.7		0.7		0.6		0.7	

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 3B.9a : 按跨界頻密程度劃分的居於香港探親人士數目

Table 3B.9a : Number of Extended Home-leavers Living in Hong Kong by Usual Travelling Frequency

跨界頻密程度 Usual travelling frequency	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
每星期六次或以上 6 times a week or more	1 000	2.5	1 800	3.6	900	1.4	3 800	4.5	1 700	2.5
每星期四至五次 4 to 5 times a week	2 300	5.9	2 800	5.7	3 800	5.8	2 300	2.7	5 000	7.3
每星期二至三次 2 to 3 times a week	9 800	25.2	11 100	22.4	11 500	17.8	15 800	18.9	16 000	23.1
每星期一次 Once a week	25 800	66.4	33 900	68.4	48 700	75.0	62 100	73.9	46 400	67.1
總計 Total	38 800	100.0	49 600	100.0	65 000	100.0	84 000	100.0	69 200	100.0

表 3B.9b : 按性別及年齡組別劃分的居於香港探親人士數目

Table 3B.9b : Number of Extended Home-leavers Living in Hong Kong by Sex and Age Group

性別 / 年齡組別 Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
男性 Male										
0-14	100	0.4	900	1.9	300	0.5	1200	1.4	3 800	5.5
15-24	1 400	3.7	1 800	3.6	1 900	3.0	3 300	4.0	3 900	5.6
25-34	3 500	9.1	6 300	12.8	6 200	9.6	6 400	7.6	8 500	12.3
35-44	7 300	18.7	5 000	10.1	5 200	8.1	13 200	15.7	6 200	9.0
45-54	7 500	19.2	6 800	13.8	8 200	12.6	9 600	11.4	4 500	6.6
55-64	3 500	9.0	5 000	10.1	8 100	12.5	7 200	8.5	5 000	7.2
65 歲或以上 65 and above	2 000	5.1	3 700	7.5	7 100	10.9	9 400	11.2	7 400	10.8
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
男性總計 Male total	25 400	65.3	29 600	59.8	37 100	57.1	50 200	59.8	39 300	56.8
年齡中位數 Median age	45		45		50		45		38	
女性 Female										
0-14	1 300	3.5	1 100	2.3	400	0.6	400	0.5	1 200	1.7
15-24	1 500	3.7	1 800	3.7	2 400	3.6	3 400	4.0	3 100	4.5
25-34	3 200	8.3	5 200	10.4	8 100	12.5	7 200	8.6	8 600	12.4
35-44	3 300	8.6	6 000	12.1	6 600	10.1	9 700	11.5	6 900	9.9
45-54	2 200	5.7	2 300	4.7	4 700	7.3	7 900	9.4	4 500	6.5
55-64	800	2.1	2 300	4.7	3 900	5.9	3 100	3.7	3 500	5.0
65 歲或以上 65 and above	1 000	2.7	1 200	2.4	1 900	2.9	2 100	2.5	2 300	3.3
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
女性總計 Female total	13 500	34.7	19 900	40.2	27 800	42.9	33 800	40.2	29 900	43.2
年齡中位數 Median age	36		38		40		40		37	
全部總計 Both sexes	38 800	100.0	49 600	100.0	65 000	100.0	84 000	100.0	69 200	100.0
年齡中位數 Median age	42		40		45		42		38	
性別比率(相對每一名女 性的男性數目) Sex ratio (males per 1 female)	1.9		1.5		1.3		1.5		1.3	

表 3B.10a : 按跨界頻密程度劃分的居於內地探親人士數目

Table 3B.10a : Number of Extended Home-leavers Living in the Mainland by Usual Travelling Frequency

跨界頻密程度 Usual travelling frequency	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
每星期六次或以上 6 times a week or more	400	2.6	1 100	5.4	2 400	8.6	1 300	2.9	1 300	5.6
每星期四至五次 4 to 5 times a week	200	1.5	800	4.2	1 400	5.0	3 100	7.0	1 500	6.4
每星期二至三次 2 to 3 times a week	5 000	30.7	3 600	17.9	8 300	30.2	9 100	20.8	5 300	22.4
每星期一次 Once a week	10 600	65.2	14 800	72.6	15 400	56.2	30 500	69.3	15 500	65.7
總計 Total	16 300	100.0	20 400	100.0	27 400	100.0	44 000	100.0	23 500	100.0

表 3B.10b : 按性別及年齡組別劃分的居於內地探親人士數目

Table 3B.10b : Number of Extended Home-leavers Living in the Mainland by Sex and Age Group

性別 / 年齡組別 Sex / Age group	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
男性 Male										
0-14	#	0.2	100	0.7	#	0.1	#	0.1	#	#
15-24	400	2.3	600	2.8	700	2.4	1 100	2.6	400	1.8
25-34	3 200	19.4	3 000	14.9	4 100	15.0	6 900	15.7	1 900	8.0
35-44	1 500	9.1	2 700	13.0	1 000	3.5	4 000	9.0	3 000	12.6
45-54	1 300	7.8	1 300	6.3	2 300	8.5	2 600	5.9	1 700	7.1
55-64	1 400	8.7	700	3.2	800	2.8	1 600	3.7	2 700	11.6
65 歲或以上 65 and above	1 700	10.7	700	3.3	900	3.3	700	1.5	1 800	7.6
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
男性總計 Male total	9 400	58.1	9 000	44.3	9 800	35.6	16 900	38.5	11 500	48.7
年齡中位數 Median age	42		40		35		35		48	
女性 Female										
0-14	#	0.2	100	0.7	100	0.4	#	#	200	0.7
15-24	500	2.9	1 100	5.4	1 200	4.3	1 600	3.7	1 500	6.6
25-34	3 000	18.4	5 400	26.6	5 500	20.0	8 300	18.8	3 400	14.3
35-44	1 600	9.9	2 000	9.9	7 000	25.6	8 900	20.2	4 200	17.6
45-54	1 400	8.5	1 600	7.9	2 500	9.3	1 900	4.2	1 900	8.0
55-64	300	1.7	700	3.3	400	1.4	5 200	11.9	800	3.3
65 歲或以上 65 and above	#	0.3	400	1.9	900	3.4	1 200	2.7	200	0.7
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
女性總計 Female total	6 800	41.9	11 300	55.7	17 700	64.4	27 100	61.5	12 100	51.3
年齡中位數 Median age	34		31		36		38		36	
全部總計 Both sexes	16 300	100.0	20 400	100.0	27 400	100.0	44 000	100.0	23 500	100.0
年齡中位數 Median age	37		34		36		37		40	
性別比率(相對每一名女性的男性數目) Sex ratio (males per 1 female)	1.4		0.8		0.6		0.6		0.9	

表 3B.10c : 按常居地劃分的居於內地探親人士數目

Table 3B.10c : Number of Extended Home-leavers Living in the Mainland by Usual Place of Residence

常居地 Usual place of residence	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
深圳 Shenzhen	11 800	72.7	15 200	74.7	21 900	79.7	32 200	73.1	17 900	76.0
東莞 Dongguan	900	5.7	2 400	12.0	2 400	8.8	2 600	5.9	2 200	9.2
廣州 Guangzhou	1 600	10.0	1 000	5.1	1 100	4.1	5 500	12.4	1 400	6.1
內地其他地方 Other places in the Mainland	1 900	11.6	1 700	8.3	2 100	7.5	3 800	8.6	2 000	8.7
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
總計 Total	16 300	100.0	20 400	100.0	27 400	100.0	44 000	100.0	23 500	100.0

表 3B.11 : 按通常行程目的及性別劃分的居於香港其他經常跨界人士數目

Table 3B.11 : Number of Other Frequent Trip Makers Living in Hong Kong by Usual Trip Purpose and Sex

通常行程目的 / 性別 Usual trip purpose / Sex	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
其他經常跨界人士(上班目的) Other frequent trip makers (work purpose)										
男性 Male	21 900	79.1	21 700	77.7	26 500	78.9	33 500	79.7	18 200	74.8
女性 Female	5 800	20.9	6 200	22.3	7 100	21.1	8 600	20.3	6 100	25.2
總計 Total	27 700	100.0	28 000	100.0	33 600	100.0	42 100	100.0	24 300	100.0
性別比率(相對每一名女性的男性數目) Sex ratio (males per 1 female)	3.8		3.5		3.7		3.9		3.0	
其他經常跨界人士(非上班目的) Other frequent trip makers (other than work purpose)										
男性 Male	28 900	67.8	47 000	68.3	44 200	71.1	58 000	67.4	48 700	66.8
女性 Female	13 700	32.2	21 800	31.7	18 000	28.9	28 000	32.6	24 200	33.2
總計 Total	42 700	100.0	68 800	100.0	62 200	100.0	86 000	100.0	72 900	100.0
性別比率(相對每一名女性的男性數目) Sex ratio (males per 1 female)	2.1		2.2		2.5		2.1		2.0	

表 3B.12 : 按通常行程目的及性別劃分的居於內地其他經常跨界人士數目

Table 3B.12 : Number of Other Frequent Trip Makers Living in the Mainland by Usual Trip Purpose and Sex

通常行程目的 / 性別 Usual trip purpose / Sex	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share	人數 No. of persons	百分比 % share
其他經常跨界人士(上班目的) Other frequent trip makers (work purpose)										
男性 Male	3 100	74.1	5 400	73.8	6 200	85.4	5 200	74.6	6 800	65.4
女性 Female	1 100	25.9	1 900	26.2	1 100	14.6	1 800	25.4	3 600	34.6
總計 Total	4 100	100.0	7 300	100.0	7 200	100.0	7 000	100.0	10 400	100.0
性別比率(相對每一名女性的男性數目) Sex ratio (males per 1 female)	2.9		2.8		5.8		2.9		1.9	
其他經常跨界人士(非上班目的) Other frequent trip makers (other than work purpose)										
男性 Male	8 100	55.5	12 000	57.3	13 700	46.3	21 000	48.2	18 700	50.7
女性 Female	6 500	44.5	8 900	42.7	15 900	53.7	22 600	51.8	18 100	49.3
總計 Total	14 600	100.0	20 900	100.0	29 600	100.0	43 600	100.0	36 800	100.0
性別比率(相對每一名女性的男性數目) Sex ratio (males per 1 female)	1.2		1.3		0.9		0.9		1.0	

表 4.1a : 按方向及旅客類型劃分的往來香港及澳門的平均每日旅客人次

Table 4.1a : Average Daily Passenger Trips between Hong Kong and Macao by Direction and Passenger Type

方向 / 旅客類型 Direction / Passenger type	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
抵港行程 Arrival trips										
居於香港人士 People Living in Hong Kong	14 700	69.2	16 400	67.5	14 200	60.1	15 900	63.9	13 100	56.5
居於內地人士 People Living in the Mainland	500	2.5	800	3.4	1 400	5.7	900	3.6	1 100	4.6
居於澳門人士 People Living in Macao	4 600	21.8	5 100	20.9	5 600	23.9	5 300	21.4	6 300	27.1
居於其他地方人士 People Living in Other Places	1 400	6.5	2 000	8.2	2 400	10.3	2 700	11.1	2 700	11.7
小計 Sub-total	21 200	100.0	24 200	100.0	23 600	100.0	24 800	100.0	23 200	100.0
離港行程 Departure trips										
居於香港人士 People Living in Hong Kong	14 100	55.6	17 000	56.8	15 500	52.2	15 700	56.0	13 900	46.1
居於內地人士 People Living in the Mainland	5 100	20.3	6 100	20.4	6 500	22.1	3 800	13.4	7 100	23.7
居於澳門人士 People Living in Macao	4 100	16.0	5 100	17.0	5 000	16.9	5 400	19.4	5 500	18.2
居於其他地方人士 People Living in Other Places	2 100	8.2	1 800	5.9	2 600	8.8	3 100	11.2	3 600	12.0
小計 Sub-total	25 400	100.0	29 900	100.0	29 600	100.0	28 000	100.0	30 100	100.0
所有行程 All trips										
居於香港人士 People Living in Hong Kong	28 800	61.8	33 300	61.6	29 600	55.7	31 500	59.7	27 000	50.6
居於內地人士 People Living in the Mainland	5 700	12.2	6 900	12.8	7 900	14.8	4 700	8.8	8 200	15.4
居於澳門人士 People Living in Macao	8 700	18.6	10 100	18.7	10 600	20.0	10 800	20.4	11 800	22.1
居於其他地方人士 People Living in Other Places	3 500	7.4	3 700	6.9	5 000	9.5	5 900	11.1	6 300	11.9
總計 Total	46 600	100.0	54 100	100.0	53 200	100.0	52 800	100.0	53 300	100.0

表 4.1b : 按所用管制站及選擇某管制站的原因劃分的往來香港及澳門的平均每日旅客人次
 Table 4.1b : Average Daily Passenger Trips between Hong Kong and Macao by Control Point Used and Reason for the Choice of a Particular Control Point

		2017 統計調查 Survey					
選擇某管制站的原因 Reason for the choice of a particular control point		鄰近行程起訖點 Proximity to trip ends		班次頻密 Frequent services		鄰近接駁其他交通工具 的樞紐 Proximity to the hubs for connecting transport	
		人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
所用管制站 Control point used							
港澳客運碼頭 Hong Kong-Macau Ferry Terminal		17 900	42.6	7 300	17.4	5 000	11.9
中國客運碼頭 Hong Kong-China Ferry Terminal		6 500	67.1	100	1.1	600	6.4
屯門客運碼頭 Tuen Mun Ferry Terminal		1 400	86.3	#	#	#	0.9
總計 Total		25 800	48.4	7 400	13.9	5 600	10.6

表 4.1b : 按所用管制站及選擇某管制站的原因劃分的往來香港及澳門的平均每日旅客人次(續)
 Table 4.1b : Average Daily Passenger Trips between Hong Kong and Macao by Control Point Used and Reason for the Choice of a Particular Control Point (Continued)

		2017 統計調查 Survey					
選擇某管制站的原因 Reason for the choice of a particular control point		旅行團安排 Arranged by group tours		其他 Others		總計 Total	
		人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
所用管制站 Control point used							
港澳客運碼頭 Hong Kong-Macau Ferry Terminal		3 700	8.8	8 100	19.3	42 000	100.0
中國客運碼頭 Hong Kong-China Ferry Terminal		700	6.8	1 800	18.6	9 700	100.0
屯門客運碼頭 Tuen Mun Ferry Terminal		#	0.7	200	12.1	1 600	100.0
總計 Total		4 400	8.2	10 100	19.0	53 300	100.0

表 4.2a : 按往澳門行程目的劃分的居於香港人士往來香港及澳門的平均每日旅客人次

Table 4.2a : Average Daily Passenger Trips between Hong Kong and Macao made by People Living in Hong Kong by Trip Purpose to Macao

往澳門行程目的 Trip purpose to Macao	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
消閒* Leisure*	21 000	72.9	24 600	73.9	17 700	59.7	19 700	62.6	16 100	59.6
公幹 Business	3 900	13.5	2 900	8.6	5 000	17.0	5 300	16.9	4 600	17.1
探望親友 Visiting relatives and friends	2 600	9.2	4 600	13.7	4 500	15.2	4 100	12.9	4 500	16.8
上班 Work	1 000	3.5	1 000	3.0	1 700	5.7	1 800	5.8	1 200	4.4
其他目的 Other purposes	300	0.9	300	0.8	700	2.3	600	1.8	500	2.0
總計 Total	28 800	100.0	33 300	100.0	29 600	100.0	31 500	100.0	27 000	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 4.2b : 按在澳門逗留時間劃分的居於香港人士往來香港及澳門的平均每日旅客人次

Table 4.2b : Average Daily Passenger Trips between Hong Kong and Macao made by People Living in Hong Kong by Duration of Stay in Macao

在澳門逗留時間 Duration of stay in Macao	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一天或少於一天/不過夜* One day or less/ Same-day*	21 500	74.5	14 600	43.7	14 600	49.5	14 000	44.3	12 800	47.6
二至三天/一至兩晚* Two to three days/ One to two night(s)*	6 000	20.7	16 500	49.7	12 300	41.5	14 700	46.6	11 900	44.2
四天或以上/三晚或以上* Four days or more/ Three nights or more*	1 200	4.2	1 700	5.1	2 200	7.5	2 500	7.9	1 900	7.0
未決定 Not decided yet	200	0.6	500	1.5	500	1.6	400	1.2	300	1.2
總計 Total	28 800	100.0	33 300	100.0	29 600	100.0	31 500	100.0	27 000	100.0

註釋：* 分類已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * Classifications were revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 4.3a : 按往澳門行程目的劃分的居於內地人士往來香港及澳門的平均每日旅客人次

Table 4.3a : Average Daily Passenger Trips between Hong Kong and Macao made by People Living in the Mainland by Trip Purpose to Macao

往澳門行程目的 Trip purpose to Macao	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
消閒* Leisure*	4 800	93.9	5 800	95.4	5 900	90.2	3 400	91.6	6 300	88.4
進修 Study	#	0.1	#	#	#	0.2	#	#	300	4.6
公幹 Business	100	1.4	100	1.4	200	3.1	100	2.7	300	4.5
探望親友 Visiting relatives and friends	100	1.0	200	3.0	100	2.2	100	2.4	100	1.9
其他目的 Other purposes	200	3.7	#	0.2	300	4.3	100	3.4	#	0.6
總計 Total	5 100	100.0	6 100	100.0	6 500	100.0	3 800	100.0	7 100	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 4.3b : 按所用管制站及簽注類型劃分的居於內地跟隨旅行團的人士往來香港及澳門的平均每日旅客人次

Table 4.3b : Average Daily Passenger Trips between Hong Kong and Macao made by People Living in the Mainland on Group Tours by Control Point Used and Endorsement Type

		2017 統計調查 Survey							
		一般個人遊簽注 General Individual Visit Endorsement		「一周一行」個人遊 “One trip per week” Individual Visit Endorsement		非個人遊簽注 Non-Individual Visit Endorsement		總計 Total	
所用管制站 Control point used	簽注類型 Endorsement type	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
港澳客運碼頭 Hong Kong-Macau Ferry Terminal		500	15.8	#	#	2 700	84.2	3 200	100.0
中國客運碼頭 Hong Kong-China Ferry Terminal		100	17.8	#	#	400	82.2	400	100.0
屯門客運碼頭 Tuen Mun Ferry Terminal		#	#	#	#	#	#	#	#
總計 Total		600	16.0	#	#	3 000	84.0	3 600	100.0

表 4.3c : 按在澳門逗留時間劃分的居於內地人士往來香港及澳門的平均每日旅客人次

Table 4.3c : Average Daily Passenger Trips between Hong Kong and Macao made by People Living in the Mainland by Duration of Stay in Macao

在澳門逗留時間 Duration of stay in Macao	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一天或少於一天/不過夜* One day or less/ Same-day*	4 100	79.0	900	15.1	1 200	18.0	800	22.1	1 000	13.8
二至三天/一至兩晚* Two to three days/ One to two night(s)*	1 000	20.2	4 800	78.2	5 000	76.9	2 700	71.8	5 800	80.9
四天或以上/三晚或以上* Four days or more/ Three nights or more*	#	0.6	300	4.9	200	2.4	100	3.6	200	2.6
未決定 Not decided yet	#	0.3	100	1.8	200	2.7	100	2.5	200	2.7
總計 Total	5 100	100.0	6 100	100.0	6 500	100.0	3 800	100.0	7 100	100.0

註釋：* 分類已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note : * Classifications were revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 4.4a : 按往香港行程目的劃分的居於澳門人士往來香港及澳門的平均每日旅客人次

Table 4.4a : Average Daily Passenger Trips between Hong Kong and Macao made by People Living in Macao by Trip Purpose to Hong Kong

往香港行程目的 Trip purpose to Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
消閒* Leisure*	4 900	56.1	5 400	53.2	4 600	43.7	4 600	42.8	4 600	39.0
探望親友 Visiting relatives and friends	1 800	20.2	3 000	29.4	2 800	26.2	2 800	25.6	3 300	27.7
公幹 Business	1 100	12.1	1 100	10.5	1 400	13.0	1 400	12.7	1 600	13.2
上班 Work	100	0.9	200	2.1	400	3.3	200	1.6	300	2.5
其他目的 Other purposes	900	10.6	500	4.8	1 500	13.8	1 900	17.4	2 100	17.5
總計 Total	8 700	100.0	10 100	100.0	10 600	100.0	10 800	100.0	11 800	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note : * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 4.4b : 按在香港逗留時間劃分的居於澳門人士往來香港及澳門的平均每日旅客人次

Table 4.4b : Average Daily Passenger Trips between Hong Kong and Macao made by People Living in Macao by Duration of Stay in Hong Kong

在香港逗留時間 Duration of stay in Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一天或少於一天/不過夜* One day or less/ Same-day*	6 800	78.6	4 700	46.8	6 400	60.3	6 500	60.5	7 200	61.1
二至三天/一至兩晚* Two to three days/ One to two night(s)*	1 600	18.6	4 900	47.9	3 500	33.0	3 700	34.4	3 800	32.6
四天或以上/三晚或以上* Four days or more/ Three nights or more*	200	2.7	400	4.3	600	5.8	500	4.5	700	5.6
未決定 Not decided yet	#	0.1	100	0.9	100	0.8	100	0.6	100	0.8
總計 Total	8 700	100.0	10 100	100.0	10 600	100.0	10 800	100.0	11 800	100.0

註釋：* 分類已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note : * Classifications were revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 4.4c : 按在香港的住宿類型劃分的居於澳門人士*往來香港及澳門的平均每日旅客人次

Table 4.4c : Average Daily Passenger Trips between Hong Kong and Macao made by People Living in Macao* by Type of Accommodation in Hong Kong

在香港的住宿類型 Type of accommodation in Hong Kong	2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
酒店/賓館 Hotel/Guesthouse	1 300	46.8	1 600	53.0	1 600	50.5
香港親友擁有或租住的物業 Property owned/rented by relatives in Hong Kong	800	26.8	700	23.7	800	26.1
自己或家人擁有或租住的物業 Self/family-owned/rented property	500	17.8	500	15.8	600	19.4
其他 Others	100	4.4	100	4.1	100	3.1
不用留宿 Accommodation not required	100	4.2	100	3.4	#	0.9
總計 Total	2 900	100.0	3 000	100.0	3 200	100.0

註釋：* 只包括過夜行程(不包括香港居民的行程)。

Note : * Include over-night trips (excluding trips made by Hong Kong residents) only.

表 4.5a : 按往澳門行程目的劃分的居於其他地方人士往來香港及澳門的平均每日旅客人次
 Table 4.5a : Average Daily Passenger Trips between Hong Kong and Macao made by People Living in Other Places by Trip Purpose to Macao

往澳門行程目的 Trip purpose to Macao	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
消閒* Leisure*	1 900	89.7	1 600	93.1	2 200	86.2	2 700	85.0	3 300	91.4
探望親友 Visiting relatives and friends	100	6.1	#	2.6	200	6.9	100	4.1	200	4.5
公幹 Business	100	3.5	100	3.5	100	5.1	200	7.3	100	1.8
上班 Work	#	0.4	#	0.1	#	0.9	100	1.6	#	0.8
其他目的 Other purposes	#	0.4	#	0.7	#	0.9	100	2.0	100	1.5
總計 Total	2 100	100.0	1 800	100.0	2 600	100.0	3 100	100.0	3 600	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 4.5b : 按在澳門逗留時間劃分的居於其他地方人士往來香港及澳門的平均每日旅客人次
 Table 4.5b : Average Daily Passenger Trips between Hong Kong and Macao made by People Living in Other Places by Duration of Stay in Macao

在澳門逗留時間 Duration of stay in Macao	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share	人次 No. of trips	百分比 % share
一天或少於一天/不過夜* One day or less/ Same-day*	1 500	72.5	600	36.4	1 400	52.8	1 400	46.0	1 800	50.0
二至三天/一至兩晚* Two to three days/ One to two night(s)*	500	23.0	1 000	59.2	1 000	37.8	1 400	46.1	1 500	42.1
四天或以上/三晚或以上* Four days or more/ Three nights or more*	100	4.5	100	3.3	200	7.5	200	7.0	300	7.3
未決定 Not decided yet	#	#	#	1.1	#	1.9	#	0.9	#	0.6
總計 Total	2 100	100.0	1 800	100.0	2 600	100.0	3 100	100.0	3 600	100.0

註釋：* 分類已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * Classifications were revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 5.1a : 按週內每天及方向劃分的往來香港及內地的平均每日行車車次

Table 5.1a : Average Daily Vehicle Trips between Hong Kong and the Mainland by Day of Week and Direction

週內每天 Day of week	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	抵港 Arrival	離港 Departure	抵港 Arrival	離港 Departure	抵港 Arrival	離港 Departure	抵港 Arrival	離港 Departure	抵港 Arrival	離港 Departure
星期一 Monday	20 900	23 600	21 500	25 100	21 100	23 200	21 700	24 200	23 700	25 500
星期二 Tuesday	23 100	24 200	23 000	23 400	22 500	23 300	23 700	23 900	25 000	25 800
星期三 Wednesday	23 300	23 500	23 200	23 000	23 400	23 200	22 900	23 800	25 400	25 100
星期四 Thursday	23 600	23 800	23 400	25 000	23 400	23 400	23 300	23 600	25 200	25 200
星期五 Friday	25 300	24 800	29 000	25 900	24 800	23 900	24 800	24 500	26 500	25 900
星期六 Saturday	20 900	18 800	22 100	19 400	19 700	18 300	20 700	18 800	21 200	20 100
星期日 Sunday	12 500	11 500	12 800	13 000	12 200	11 500	14 000	12 200	14 200	13 800
全星期 All Days	21 400	21 500	22 100	22 100	21 000	21 000	21 600	21 600	23 000	23 100

表 5.1b : 按車輛類型劃分的往來香港及內地的平均每日行車車次

Table 5.1b : Average Daily Vehicle Trips between Hong Kong and the Mainland by Vehicle Type

車輛類型 Vehicle type	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
貨櫃車 Container truck	8 800	20.4	9 500	21.5	8 500	20.2	7 900	18.4	10 000	21.8
貨車(貨櫃車除外) Goods vehicle (other than container truck)	13 900	32.4	12 900	29.2	11 800	28.0	12 400	28.8	11 200	24.4
私家車 Private car	16 700	38.9	18 400	41.6	18 100	43.1	18 900	43.7	20 900	45.3
過境巴士 Coach	2 600	6.2	2 500	5.7	3 000	7.2	3 300	7.6	3 200	6.9
穿梭巴士 Shuttle bus	900	2.1	900	2.0	700	1.6	600	1.5	800	1.7
總計 Total	42 800	100.0	44 300	100.0	42 000	100.0	43 200	100.0	46 100	100.0

表 5.2a : 按貨車類型劃分的往來香港及內地的平均每日貨車車次

Table 5.2a : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Goods Vehicle Type

貨車類型 Goods vehicle type	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
貨櫃車 Container truck	8 800	38.6	9 500	42.4	8 500	41.9	7 900	39.0	10 000	47.2
中、重型貨車 Heavy and medium goods vehicle	11 800	52.2	11 500	51.1	10 100	50.1	10 000	49.1	9 800	46.2
輕型貨車 Light goods vehicle	1 700	7.4	1 100	5.1	1 400	6.8	2 100	10.2	1 000	4.6
小型貨車 Goods van	400	1.8	300	1.4	200	1.2	300	1.7	400	2.0
總計 Total	22 700	100.0	22 400	100.0	20 200	100.0	20 400	100.0	21 300	100.0

表 5.2b : 按方向、所用管制站及有否載貨劃分的往來香港及內地的平均每日貨車車次

Table 5.2b : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Direction, Control Point Used and Whether Loaded

方向 / 所用管制站 / 有否載貨 Direction / Control point used / Whether loaded	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
抵港行程 Arrival trips										
落馬洲 Lok Ma Chau	8 000		7 500		7 100		6 800		6 500	
其中：沒有載貨 <i>in which, unloaded</i>	1 800	22.8	1 500	19.9	1 700	23.6	1 500	22.1	1 300	20.1
文錦渡 Man Kam To	2 400		2 200		1 900		2 100		2 200	
其中：沒有載貨 <i>in which, unloaded</i>	500	21.0	400	17.9	400	19.3	300	16.9	400	20.0
沙頭角 Sha Tau Kok	400		400		300		300		400	
其中：沒有載貨 <i>in which, unloaded</i>	100	30.1	200	50.0	100	41.6	100	42.8	200	50.6
深圳灣 Shenzhen Bay	500		1 100		700		1 000		1 600	
其中：沒有載貨 <i>in which, unloaded</i>	400	79.4	800	72.4	500	61.2	500	48.8	700	47.7
所有陸路管制站 All road-based control points	11 300		11 200		10 100		10 200		10 600	
其中：沒有載貨 <i>in which, unloaded</i>	2 800	25.2	2 900	25.8	2 600	26.1	2 500	24.2	2 700	25.2

表 5.2b : 按方向、所用管制站及有否載貨劃分的往來香港及內地的平均每日貨車車次(續)

Table 5.2b : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Direction, Control Point Used and Whether Loaded (Continued)

方向 / 所用管制站 / 有否載貨 Direction / Control point used / Whether loaded	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
離港行程 Departure trips										
落馬洲 Lok Ma Chau	7 200		6 600		6 300		6 300		6 100	
其中: 沒有載貨 <i>in which, unloaded</i>	3 500	48.4	3 000	46.2	3 100	49.5	3 400	54.5	3 400	55.5
文錦渡 Man Kam To	2 300		2 100		2 000		2 200		2 000	
其中: 沒有載貨 <i>in which, unloaded</i>	1 400	61.4	1 500	72.1	1 500	72.6	1 700	78.1	1 600	77.1
沙頭角 Sha Tau Kok	500		600		400		400		600	
其中: 沒有載貨 <i>in which, unloaded</i>	300	65.5	400	74.1	300	73.5	400	81.1	500	87.5
深圳灣 Shenzhen Bay	1 400		2 000		1 300		1 300		1 800	
其中: 沒有載貨 <i>in which, unloaded</i>	1 200	90.7	1 800	89.7	1 100	84.0	1 000	80.5	1 500	81.7
所有陸路管制站 All road-based control points	11 300		11 200		10 100		10 200		10 600	
其中: 沒有載貨 <i>in which, unloaded</i>	6 500	56.9	6 800	60.2	6 000	59.7	6 500	63.8	7 000	66.1

表 5.2b : 按方向、所用管制站及有否載貨劃分的往來香港及內地的平均每日貨車車次(續)

Table 5.2b : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Direction, Control Point Used and Whether Loaded (Continued)

方向 / 所用管制站 / 有否載貨 Direction / Control point used / Whether loaded	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
所有行程 All trips										
落馬洲 Lok Ma Chau	15 200		14 100		13 400		13 200		12 600	
其中: 沒有載貨 <i>in which, unloaded</i>	5 300	34.9	4 500	32.2	4 800	35.8	5 000	37.6	4 700	37.3
文錦渡 Man Kam To	4 700		4 300		4 000		4 200		4 300	
其中: 沒有載貨 <i>in which, unloaded</i>	1 900	40.7	1 900	44.2	1 800	46.5	2 000	48.2	2 000	47.3
沙頭角 Sha Tau Kok	900		1 000		800		800		1 000	
其中: 沒有載貨 <i>in which, unloaded</i>	500	50.2	700	63.9	500	60.0	500	64.9	700	73.1
深圳灣 Shenzhen Bay	1 900		3 100		2 100		2 200		3 400	
其中: 沒有載貨 <i>in which, unloaded</i>	1 600	87.7	2 600	83.6	1 600	75.9	1 500	66.7	2 300	66.2
所有陸路管制站 All road-based control points	22 700		22 400		20 200		20 400		21 300	
其中: 沒有載貨 <i>in which, unloaded</i>	9 300	41.1	9 600	43.0	8 700	42.9	9 000	44.0	9 700	45.6

表 5.2c : 按在香港的起訖點劃分的往來香港及內地的平均每日貨車車次

Table 5.2c : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Trip End in Hong Kong

在香港的起訖點 Trip end in Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
荃灣及葵青 Tsuen Wan and Kwai Tsing	7 200	31.7	8 500	37.7	6 900	33.9	5 600	27.4	8 500	40.2
新界西北 Northwest New Territories	6 800	29.8	5 500	24.5	5 700	28.2	5 900	29.2	5 400	25.4
新界東北 Northeast New Territories	5 100	22.5	3 800	16.9	3 200	16.0	5 800	28.3	4 300	20.1
九龍 Kowloon	2 400	10.8	3 500	15.8	3 100	15.4	1 900	9.1	1 600	7.6
新界西南 Southwest New Territories	700	3.2	700	3.0	700	3.5	700	3.5	1 000	4.6
香港島 Hong Kong Island	300	1.4	300	1.5	500	2.4	400	2.0	300	1.6
新界東南 Southeast New Territories	200	0.7	100	0.6	100	0.6	100	0.4	100	0.5
不固定/未能分類/拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
總計 Total	22 700	100.0	22 400	100.0	20 200	100.0	20 400	100.0	21 300	100.0

表 5.2d : 按在內地的起訖點劃分的往來香港及內地的平均每日貨車車次

Table 5.2d : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Trip End in the Mainland

在內地的起訖點 Trip end in the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
珠江三角洲 Pearl River Delta	22 100	97.5	22 200	98.9	20 100	99.2	19 700	96.9	20 900	98.2
深圳 Shenzhen	13 900	61.4	15 100	67.3	13 800	68.3	12 600	61.7	12 900	60.6
東莞 Dongguan	5 400	23.8	4 900	21.7	4 100	20.3	4 700	23.0	5 200	24.7
廣州 Guangzhou	1 000	4.4	900	4.1	1 000	5.0	600	2.8	1 200	5.5
惠州(不包括龍門縣) Huizhou (Excluding Longmen County)	900	3.9	600	2.7	500	2.5	800	3.9	600	2.7
中山 Zhongshan	300	1.3	100	0.6	100	0.7	600	3.1	300	1.5
珠海 Zhuhai	200	0.9	100	0.5	100	0.2	300	1.3	300	1.3
佛山 Foshan	300	1.3	200	1.1	200	1.1	100	0.5	200	1.1
江門 Jiangmen	100	0.3	100	0.6	200	0.8	100	0.6	100	0.6
肇慶(端州區、鼎湖 區、四會市、高要區) Zhaoqing (Duanzhou District, Dinghu District, Sihui City, Gaoyao District)	#	0.2	#	0.2	#	0.2	#	#	#	0.2
廣東省其他地方 Other places in Guangdong Province	500	2.3	200	1.0	100	0.6	200	1.2	300	1.6
內地其他地方 Other places in the Mainland	#	0.2	#	0.2	#	0.2	400	1.9	#	0.1
總計 Total	22 700	100.0	22 400	100.0	20 200	100.0	20 400	100.0	21 300	100.0

表 5.3a : 按所用管制站劃分的往來香港及內地的平均每日私家車車次

Table 5.3a : Average Daily Private Car Trips between Hong Kong and the Mainland by Control Point Used

所用管制站 Control point used	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
落馬洲 Lok Ma Chau	9 700	58.2	10 600	57.7	9 100	50.3	9 600	50.7	9 600	46.2
文錦渡* Man Kam To*	500	3.0	N.A.	N.A.	400	2.4	600	3.1	500	2.3
沙頭角 Sha Tau Kok	1 000	6.3	1 100	5.9	1 100	6.1	1 200	6.3	1 300	6.3
深圳灣 Shenzhen Bay	5 400	32.5	6 700	36.3	7 500	41.3	7 500	39.9	9 400	45.2
所有陸路管制站 All road-based control points	16 700	100.0	18 400	100.0	18 100	100.0	18 900	100.0	20 900	100.0

註釋：* 於二零一零年二月二十二日至二零一三年八月二十五日期間，文錦渡管制站只提供貨車及跨界學生的出入境檢查服務。而於二零一零年三月二十七日至二零一三年八月二十五日期間，有關管制站亦同時提供通關服務予乘坐指定班次的過境巴士旅客。

Note: * From 22 February 2010 to 25 August 2013, clearance services at the Man Kam To Control Point were provided to goods vehicles and cross-boundary students only. From 27 March 2010 to 25 August 2013, clearance services were also provided to passengers using limited cross-boundary coach service.

表 5.3b : 按在香港的起訖點劃分的往來香港及內地的平均每日私家車車次

Table 5.3b : Average Daily Private Car Trips between Hong Kong and the Mainland by Trip End in Hong Kong

在香港的起訖點 Trip end in Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
香港島 Hong Kong Island	2 300	13.6	3 000	16.3	3 600	19.8	3 600	19.3	3 300	16.0
九龍 Kowloon	4 700	28.4	6 100	33.1	6 500	36.1	5 400	28.4	5 800	27.6
新界 New Territories	9 700	58.0	9 300	50.6	8 000	44.1	9 900	52.3	11 800	56.4
總計 Total	16 700	100.0	18 400	100.0	18 100	100.0	18 900	100.0	20 900	100.0

表 5.3c : 按在內地的起訖點劃分的往來香港及內地的平均每日私家車車次

Table 5.3c : Average Daily Private Car Trips between Hong Kong and the Mainland by Trip End in the Mainland

在內地的起訖點 Trip end in the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
深圳 Shenzhen	13 100	78.5	14 800	80.3	14 200	78.7	13 500	71.5	13 900	66.7
東莞 Dongguan	2 200	13.1	2 500	13.3	2 300	12.5	3 400	17.8	3 800	18.0
廣州 Guangzhou	600	3.5	700	3.7	600	3.4	600	2.9	1 100	5.3
內地其他地方 Other places in the Mainland	800	4.8	500	2.7	1 000	5.5	1 500	7.8	2 100	10.0
總計 Total	16 700	100.0	18 400	100.0	18 100	100.0	18 900	100.0	20 900	100.0

表 5.4a : 按所用管制站劃分的往來香港及內地的平均每日過境巴士車次

Table 5.4a : Average Daily Coach Trips between Hong Kong and the Mainland by Control Point Used

所用管制站 Control point used	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
落馬洲 Lok Ma Chau	1 400	53.2	1 300	52.7	1 500	50.2	1 600	48.6	1 600	51.7
文錦渡* Man Kam To*	200	8.9	#	0.9	200	7.8	300	10.7	400	12.1
沙頭角 Sha Tau Kok	300	11.1	300	13.6	300	9.7	300	8.7	300	9.5
深圳灣 Shenzhen Bay	700	26.8	800	32.7	1 000	32.3	1 000	32.0	900	26.8
所有陸路管制站 All road-based control points	2 600	100.0	2 500	100.0	3 000	100.0	3 300	100.0	3 200	100.0

註釋：* 於二零一零年二月二十二日至二零一三年八月二十五日期間，文錦渡管制站只提供貨車及跨界學生的出入境檢查服務。而於二零一零年三月二十七日至二零一三年八月二十五日期間，有關管制站亦同時提供通關服務予乘坐指定班次的過境巴士旅客。

Note : * From 22 February 2010 to 25 August 2013, clearance services at the Man Kam To Control Point were provided to goods vehicles and cross-boundary students only. From 27 March 2010 to 25 August 2013, clearance services were also provided to passengers using limited cross-boundary coach service.

表 5.4b : 按載客人數(不包括司機)劃分的往來香港及內地的平均每日過境巴士車次

Table 5.4b : Average Daily Coach Trips between Hong Kong and the Mainland by Number of Passengers Carried (Excluding Drivers)

載客人數 Number of passengers carried	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
沒有載客 Not carrying passenger	#	0.2	#	#	#	#	#	0.4	#	0.3
一至十 One to ten	200	8.2	300	12.7	300	9.8	300	8.7	200	7.7
十一至二十 Eleven to twenty	600	21.7	600	24.3	600	21.2	800	23.0	700	22.2
二十一至三十 Twenty-one to thirty	700	26.5	700	26.0	800	28.1	900	26.0	800	25.3
三十一至四十 Thirty-one to forty	600	22.6	500	20.4	700	22.1	700	20.5	700	23.4
四十一至五十 Forty-one to fifty	500	20.5	400	16.5	500	18.0	700	20.2	700	20.6
五十以上 More than fifty	#	0.3	#	0.1	#	0.8	#	1.2	#	0.5
總計 Total	2 600	100.0	2 500	100.0	3 000	100.0	3 300	100.0	3 200	100.0
平均數 Mean	28.4		26.5		27.7		28.6		29.0	
中位數 Median	28		26		27		28		30	

表 5.5 : 按載客人數(不包括司機)劃分的往來香港及內地的平均每日穿梭巴士車次
 Table 5.5 : Average Daily Shuttle Bus Trips between Hong Kong and the Mainland by Number of Passengers Carried (Excluding Drivers)

載客人數 Number of passengers carried	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
沒有載客 Not carrying passenger	#	1.7	#	#	#	#	#	0.8	#	0.3
一至十 One to ten	#	0.4	#	2.1	100	11.9	#	6.5	#	1.8
十一至二十 Eleven to twenty	#	2.0	100	13.0	100	11.9	200	23.6	100	9.7
二十一至三十 Twenty-one to thirty	100	12.3	200	21.9	100	19.9	200	27.2	200	20.4
三十一至四十 Thirty-one to forty	200	25.3	300	30.9	100	22.5	200	23.4	200	25.1
四十一至五十 Forty-one to fifty	400	46.9	200	23.6	100	19.7	100	13.2	200	28.9
五十以上 More than fifty	100	11.4	100	8.5	100	14.0	#	5.2	100	13.7
總計 Total	900	100.0	900	100.0	700	100.0	600	100.0	800	100.0
平均數 Mean	40.5		35.6		32.9		29.3		37.5	
中位數 Median	41		36		35		29		40	

表 5.6a : 按往內地行程目的劃分的居於香港的非職業私家車司機往來香港及內地的平均每日私家車車次
 Table 5.6a : Average Daily Private Car Trips between Hong Kong and the Mainland made by Non-occupational Private Car Drivers Living in Hong Kong by Trip Purpose to the Mainland

往內地行程目的 Trip purpose to the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
公幹 Business	5 300	50.9	4 100	47.0	4 500	53.3	6 000	51.8	5 600	50.5
消閒* Leisure*	2 900	28.3	2 000	22.8	1 800	21.4	2 800	24.1	2 600	23.4
探望親友 Visiting relatives and friends	800	7.8	1 300	15.0	1 000	12.3	1 300	11.5	1 600	14.8
上班 Work	1 100	10.7	1 100	12.5	1 000	11.4	1 000	8.2	700	6.3
其他目的 Other purposes	200	2.3	200	2.7	100	1.7	500	4.4	600	5.1
總計 Total	10 400	100.0	8 700	100.0	8 500	100.0	11 600	100.0	11 100	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 5.6b : 按在內地逗留時間劃分的居於香港的非職業私家車司機往來香港及內地的平均每日私家車車次
 Table 5.6b : Average Daily Private Car Trips between Hong Kong and the Mainland made by Non-occupational Private Car Drivers Living in Hong Kong by Duration of Stay in the Mainland

在內地逗留時間 Duration of stay in the Mainland	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
一天或少於一天/不過夜* One day or less/ Same-day*	8 000	77.3	4 000	46.7	4 700	55.8	5 400	47.0	5 300	47.5
二至三天/一至兩晚* Two to three days/ One to two night(s)*	1 800	16.9	3 600	41.1	2 800	32.7	4 900	42.6	5 000	45.5
四至七天/三至六晚* Four to seven days/ Three to six nights*	600	5.5	900	10.0	800	9.6	1 000	8.3	600	5.4
多於一星期/多於六晚* More than one week/ More than six nights*	#	0.2	100	0.8	100	0.6	100	0.5	#	0.3
未決定 Not decided yet	#	#	100	1.5	100	1.2	200	1.6	100	1.3
總計 Total	10 400	100.0	8 700	100.0	8 500	100.0	11 600	100.0	11 100	100.0

註釋：* 分類已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * Classifications were revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 5.7a : 按往香港行程目的劃分的居於內地的非職業私家車司機往來香港及內地的平均每日私家車車次
 Table 5.7a : Average Daily Private Car Trips between Hong Kong and the Mainland made by Non-occupational Private Car Drivers Living in the Mainland by Trip Purpose to Hong Kong

往香港行程目的 Trip purpose to Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
公幹 Business	400	35.3	400	26.8	600	34.8	500	26.9	700	29.5
消閒* Leisure*	200	15.8	400	23.2	300	17.3	500	25.6	400	19.9
探望親友 Visiting relatives and friends	100	10.7	200	15.3	300	19.6	400	19.1	300	14.8
上班 Work	300	27.1	200	11.8	200	14.0	200	12.2	200	7.0
其他目的 Other purposes	100	11.1	400	23.0	200	14.3	300	16.1	600	28.9
總計 Total	1 000	100.0	1 500	100.0	1 600	100.0	1 900	100.0	2 200	100.0

註釋：* 消閒行程的定義已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * The definition of leisure trips was revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

表 5.7b : 按在香港逗留時間劃分的居於內地的非職業私家車司機往來香港及內地的平均每日私家車車次
 Table 5.7b : Average Daily Private Car Trips between Hong Kong and the Mainland made by Non-occupational Private Car Drivers Living in the Mainland by Duration of Stay in Hong Kong

在香港逗留時間 Duration of stay in Hong Kong	2009 統計調查 Survey		2011 統計調查 Survey		2013/14 統計調查 Survey		2015 統計調查 Survey		2017 統計調查 Survey	
	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share	車次 No. of trips	百分比 % share
一天或少於一天/不過夜* One day or less/ Same-day*	900	81.6	1 000	66.7	1 200	73.4	1 300	70.1	1 400	62.5
二至三天/一至兩晚* Two to three days/ One to two night(s)*	200	14.6	400	24.3	400	23.8	500	25.1	700	29.2
四至七天/三至六晚* Four to seven days/ Three to six nights*	#	1.4	100	4.4	#	1.8	100	4.3	100	6.1
多於一星期/多於六晚* More than one week/ More than six nights*	#	0.4	#	2.4	#	0.3	#	0.5	#	0.3
未決定 Not decided yet	#	2.0	#	2.2	#	0.7	#	#	#	1.9
總計 Total	1 000	100.0	1 500	100.0	1 600	100.0	1 900	100.0	2 200	100.0

註釋：* 分類已於二零一一年統計調查作出修訂，因此，二零一一年統計調查起的數字未必能與以往的數字作直接比較。

Note: * Classifications were revised in the 2011 Survey and hence, figures from the 2011 Survey onwards may not be directly comparable with those of the previous surveys.

統計調查方法

Survey Methodology

統計調查的涵蓋範圍及樣本設計

二零一七年統計調查涵蓋所有於二零一七年十一月十六日至十一月二十九日，在以下十一個邊界管制站往來香港及內地和往來香港及澳門的跨界旅客，以及往來香港及內地的跨界車輛行程：

- 羅湖管制站
- 紅磡管制站
- 落馬洲支線管制站
- 文錦渡管制站
- 落馬洲管制站
- 沙頭角管制站
- 深圳灣管制站
- 中國客運碼頭
- 港澳客運碼頭
- 屯門客運碼頭
- 香港國際機場

由於啟德郵輪碼頭、港口管制站及屯門內河貨運碼頭所錄得的抵港及離港的旅客數目很少，因此並未包括在是次統計調查範圍之內。

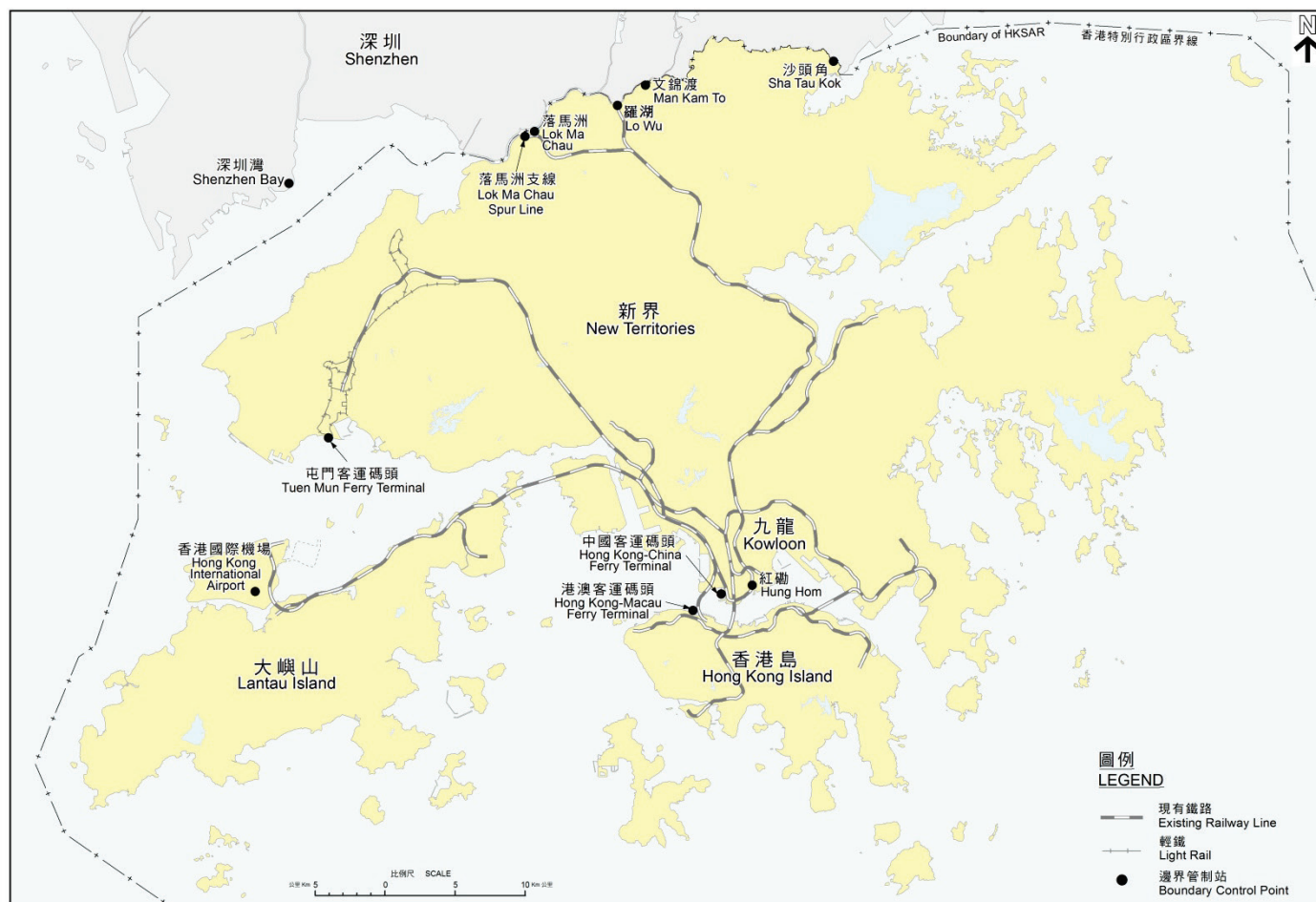
Survey Coverage and Sample Design

The 2017 Survey covered all cross-boundary passenger trips between Hong Kong and the Mainland and between Hong Kong and Macao, as well as cross-boundary vehicle trips between Hong Kong and the Mainland during the period from 16 November to 29 November 2017 through the 11 boundary control points, namely:

- Lo Wu Control Point
- Hung Hom Control Point
- Lok Ma Chau Spur Line Control Point
- Man Kam To Control Point
- Lok Ma Chau Control Point
- Sha Tau Kok Control Point
- Shenzhen Bay Control Point
- Hong Kong-China Ferry Terminal
- Hong Kong-Macau Ferry Terminal
- Tuen Mun Ferry Terminal
- Hong Kong International Airport

Passenger arrivals and departures on board ocean going vessels as recorded at the Kai Tak Cruise Terminal, Harbour Control and Tuen Mun River Trade Terminal were not covered because of their small number.

香港邊界管制站的位置圖 Location Map of Boundary Control Points in Hong Kong



在為期兩個星期的調查期間，我們在上述的管制站，採用分層等距抽樣法，選出跨界旅客和車輛司機作為調查的對象，以作訪問。

所有跨界旅客行程首先以管制站、行程方向、日期及時段分層，然後使用等距抽樣法，有系統地按固定時間間距或固定旅客行程數目間距選出樣本。

與跨界旅客行程的相似，所有跨界車輛行程首先以管制站、行程方向、日期、時段及車輛類型分層，然後使用等距抽樣法，有系統地按固定時間間距選出樣本。

總體的抽樣率為略少於所有跨界行程的 1%。在統計調查期間，我們成功訪問了 68 400 名旅客和 16 200 名司機。

Stratified systematic sampling was adopted for selecting passengers and drivers of cross-boundary vehicles for interviews at the said control points during the two-week survey period.

All cross-boundary passenger trips were first stratified by control point, direction of trip, day of week and time of day. Systematic sampling was then applied for sample selection based on a fixed sampling interval of time or fixed sampling interval of passenger trips.

Similar to cross-boundary passenger trips, all cross-boundary vehicle trips were first stratified by control point, direction of trip, day of week, time of day and vehicle type. Systematic sampling was then applied for sample selection based on a fixed sampling time interval.

The overall sampling fraction was slightly less than 1% of all cross-boundary trips. A total of about 68 400 passengers and 16 200 drivers were successfully interviewed.

統計調查問卷

問卷搜集的資料包括：

旅客行程及非職業私家車司機行程

甲. 旅客的社會及經濟特徵

1. 年齡
2. 性別
3. 居民身分
4. 經濟活動身分
5. 行業
6. 職業
7. 就讀級別(就跨界學生而言)
教育程度(最高完成程度)
(就其他旅客而言)
8. 每月個人收入
9. 常居地

乙. 是次行程的特徵

11. 方向(抵港或離港)
12. 跨界日期及時間
13. 所用管制站
14. 跨界交通工具類型
15. 前往(抵港行程)或離開(離港行程)在內地的
管制站的接駁交通工具類型
16. 在香港、內地或澳門的行程起點
17. 在香港、內地或澳門的行程終點
18. 主要行程目的
19. 行程逗留時間
20. 所使用的旅遊簽注(就來自內地的旅客而
言)
21. 是否經澳門往返香港及內地
22. 離開是次行程終點後前往的地方
23. 抵達是次行程起點前所到的地方

Survey Questionnaire

Information collected in the questionnaire included:

Passenger Trips and Trips made by Non-Occupational Private Car Drivers

A. Socio-economic Characteristics of Trip Makers

1. Age
2. Sex
3. Resident status
4. Economic activity status
5. Industry
6. Occupation
7. Present grade studying (for cross-boundary students only)
Educational attainment (highest level completed) (for other
passengers only)
8. Monthly personal income
9. Usual place of residence

B. Characteristics of Current Trip

11. Direction (arrival or departure)
12. Date and time of crossing the boundary
13. Control point used
14. Mode of cross-boundary transport
15. Mode of connecting transport (mode of transport used to
arrive at (for arrival trips) or to leave (for departure trips)
the control point in the Mainland)
16. Origin in Hong Kong or the Mainland or Macao
17. Destination in Hong Kong or the Mainland or Macao
18. Main trip purpose
19. Trip duration
20. Endorsement type used (for Visitors from the Mainland
only)
21. Whether visiting the Mainland/ returning to Hong Kong
through Macao
22. Next place after leaving the destination of the current trip
23. Last place before arriving the origin of the current trip

24. 離開或進入廣東省時所使用的交通樞紐
25. 是次行程是否往返常居地(就居於香港人士而言)
26. 將往或已往的香港地方及其目的(就不過夜旅客而言)
27. 於香港主要住宿類型(就旅客而言)

丙. 一般跨界模式

28. 跨界行程的通常頻密程度
29. 跨界行程的通常目的(就每週跨界一次或更頻繁的旅客而言)

車輛行程

甲. 是次行程的特徵

1. 方向(抵港或離港)
2. 跨界日期及時間
3. 所用管制站
4. 在香港或內地的行程起點
5. 在香港或內地的行程終點
6. 主要行程目的
7. 在內地所使用的主要高速公路/大橋

乙. 車輛的特徵

8. 車輛類型
9. 是否載貨(就貨車而言)
10. 載貨重量(就有載貨的車輛而言)
11. 貨品類型(就有載貨的車輛而言)
12. 乘客數目(就載客的車輛而言)

搜集資料方法

本統計調查採用面談訪問方式以搜集資料。外勤職員於每個邊界管制站內指定的區域，使用平板電腦以電腦輔助個人訪問(CAPI)方式訪問被選中的受訪者。

24. Transportation hub used to leave or arrive Guangdong Province
25. Whether the current trip is home-based (for People Living in Hong Kong only)
26. Places visited in Hong Kong and purpose to these places (for same-day visitors only)
27. Main type of accommodation (for visitors only)

C. General Travelling Pattern

28. Usual frequency of cross-boundary travel
29. Usual purpose of cross-boundary travel (for trip makers who travel once a week or more frequent only)

Vehicle Trips

A. Characteristics of Current Trip

1. Direction (arrival or departure)
2. Date and time of crossing the boundary
3. Control point used
4. Origin in Hong Kong or the Mainland
5. Destination in Hong Kong or the Mainland
6. Main trip purpose
7. Major highways/bridges used in the Mainland

B. Characteristics of Vehicle

8. Vehicle type
9. Whether loaded or empty (for goods vehicles only)
10. Weight of goods loaded (for loaded goods vehicles only)
11. Type of commodity loaded (for loaded goods vehicles only)
12. Number of passengers carried (for passenger vehicles only)

Data Collection Method

Face-to-face interview method was adopted to collect information in this Survey. At each boundary control point, the field officers stationed at designated area using tablet with the Computer-Assisted Personal Interviewing (CAPI) approach to conduct interviews with selected respondents.

估算方法

這項統計調查採用比率估算方法，按管制站、方向、時段及旅客或車輛類型劃分出入境旅客人次或車輛架次的行政數據為基礎，以估算有關「行程」的特徵。

由於每名受訪者在統計調查期內被選中為樣本的概率會因該受訪者在統計調查期內跨界的次數而不同，須調整樣本的加權因子從而由統計調查數據推算有關「跨界人士」特徵的估值。有關「跨界人士」特徵的估算會以每名受訪者於統計調查期內的跨界行程次數作加權。

「經常往返香港及內地的跨界旅客」指通常每星期至少一次往來內地及香港的人士。雖然統計調查並不涵蓋於兩星期的統計調查期內沒有跨界的人士，但考慮到「經常跨界旅客」的定義，我們可以假設統計調查已涵蓋了他們全部。因此，統計調查結果可以概括地應用於全體「經常跨界人士」。

本報告所提供的調查結果是針對在跨界旅運統計調查的兩個星期的調查期的情況。在統計調查期的選擇上，我們刻意避開了因主要假期引致的跨界人流高峰期。所以，是次統計調查結果只能概述出全年一般日子的跨界旅運概況，而要注意高峰期的概況是頗為不同的。

Estimation Method

A ratio estimation method was adopted to derive estimates on “trip” characteristics based on the administrative data on passenger and vehicle flow by control point, direction, time group, passenger type or vehicle type.

As the selection probability of each respondent varied depending on the number of cross-boundary trips he made during the survey period, sample weighting adjustments were carried out in deriving the estimates on “trip maker” characteristics from the survey data. Estimates on “trip maker” characteristics were weighted by the number of cross-boundary trips made by each respondent during the survey period.

“Frequent trip makers between Hong Kong and the Mainland” is defined as those who usually travelled at least once a week between the Mainland and Hong Kong. Although persons did not make trips during the two-week fieldwork period were not covered by the survey, it can be assumed that, under the definition of frequent trip makers, all of them were covered. Accordingly, the survey findings may be generalized to the whole population of frequent trip makers.

The survey results presented in this report refer specifically to the cross-boundary trips and trip makers during the two-week survey periods of the Cross-boundary Travel Survey. The survey period was deliberately chosen to avoid peak periods for cross-boundary flows during holidays. Therefore, the survey results may be generalized only to indicate the profiles of cross-boundary travel during normal days of the year, bearing in mind that those during peak periods are quite different.

用語及定義

Terms and Definitions

跨界行程

跨界旅客行程 是定義為一名以旅客為身分的人士往來香港及內地或往來香港及澳門的任何一個單向行程。來回行程中的出發行程及回程會分別被計算為兩次行程。以下數種類型的行程並不列為跨界旅客行程：

- 跨界車輛的司機的行程；
- 直通車和渡輪上的工作人員的行程；
- 不需在香港經過出入境檢查的的旅客行程，如經海天客運碼頭乘搭渡輪往來香港國際機場及內地或澳門及經香港國際機場轉機的行程；以及
- 旅客行程的起點或終點為公海。

跨界車輛行程 是定義為一車輛由本港前往內地或由內地前往香港的單向行程，其中包括私家車、穿梭巴士、過境巴士、貨櫃車及其他類型貨車。

交通工具類型

跨界旅客行程所涉及的交通工具類型包括：

邊界列車 是指以羅湖站及落馬洲站作起點或終站的客運列車服務。

直通車 是指以紅磡站作起點或終站，往來香港及內地的客運列車服務(北京綫、上海綫及廣東綫)。

Cross-boundary Trip

A **cross-boundary passenger trip** is a one-way movement of a person as a passenger between Hong Kong and the Mainland or between Hong Kong and Macao in either direction. The arrival to Hong Kong and departure from Hong Kong of a round trip are counted as two separate trips. Trips of the following types are not taken as cross-boundary passenger trips:

- Trips by drivers of cross-boundary vehicles;
- Trips by crew members of through trains and ferries;
- Trips by passengers that do not require going through the immigration clearance in Hong Kong, such as trips between the Hong Kong International Airport and the Mainland or Macao by ferries through the SkyPier and transfer trips through the Hong Kong International Airport; and
- Trips by passengers with high seas as the trip origin or destination.

A **cross-boundary vehicle trip** is a one-way movement of a vehicle between Hong Kong and the Mainland in either direction. Vehicles included private cars, shuttle buses, coaches, container trucks and other types of goods vehicles.

Transport Mode

Cross-boundary passenger trips are made by various transport modes, including:

Boundary train refers to passenger train service terminates at Lo Wu Station and Lok Ma Chau Station.

Through train refers to passenger train service between Hong Kong and the Mainland (the Beijing, Shanghai and Guangdong lines), which terminates at Hung Hom Station on Hong Kong side.

過境巴士 是指往來本港及內地的各種過境巴士服務，但並不包括在落馬洲管制站營運的穿梭巴士服務及領有「特別配額」的跨境校巴服務。

穿梭巴士 是指往來新田及皇崗(經落馬洲管制站)的專營巴士服務。

私家車 是指領有牌照往來本港及內地的私家車；任何載客量八人或以上(不包括司機)的客車，會列入過境巴士類別。

渡輪 是指在香港的中國客運碼頭、港澳客運碼頭及屯門客運碼頭營運，往來香港及內地或澳門的客運渡輪服務。

飛機 是指往來香港國際機場及內地的客運飛機服務。

專營巴士、專線小巴及的士 是指往來深圳灣管制站及落馬洲支線管制站的專營巴士、專線小巴及的士。

其他類型 包括領有特別許可證以取道羅湖道或落馬洲支線交匯處的車輛(如在羅湖站或落馬洲站停泊並讓學童上落的學校巴士)，領有「特別配額」的跨境校巴及徒步往來羅湖站的村民。

行程目的

行程目的是指在到訪地點進行的活動。出發行程及回程都被定義為相同目的。居於「其他地方人士」的來港行程記錄其來港目的，而這些人士的離港行程則記錄其前往內地或澳門目的。

Coach includes all types of bus and coach services between the Mainland and Hong Kong, except the shuttle bus service operated at the Lok Ma Chau Control Point and cross-boundary school coach services under special quotas.

Shuttle bus refers to the franchised bus service between San Tin and Huanggang via the Lok Ma Chau Control Point.

Private Car includes those licensed to be driven in both Hong Kong and the Mainland. Any passenger car with capacity of eight persons or more (excluding driver) is classified as a coach.

Ferry refers to the passenger ferry service between Hong Kong and the Mainland or Macao operated at the Hong Kong-China Ferry Terminal, Hong Kong-Macao Ferry Terminal and Tuen Mun Ferry Terminal on Hong Kong side.

Air refers to the passenger plane service between the Hong Kong International Airport and the Mainland.

Franchised Bus, Green minibus and Taxi refers to the franchised bus, green minibus and taxi travelling to or from the Shenzhen Bay Control Point and Lok Ma Chau Spur Line Control Point.

Other modes include travelling by vehicles with special permits for accessing Lo Wu Station Road and Lok Ma Chau Spur Line Public Transport Interchange (such as school buses picking up or setting down school children there), travelling by cross-boundary school coaches under special quotas as well as travelling to or from Lo Wu Station by villagers on foot.

Trip Purpose

The purpose of a cross-boundary trip generally refers to the activity in the place of visit. An outward trip and the associated return trip have the same trip purpose. For arrival trips made by “People Living in Other Places”, the trip purpose refers to the purpose for visiting Hong Kong. For departure trips made by these people, the trip purpose refers to the purpose for visiting the Mainland or Macao.

若某一行程為多目的者，只會記錄其主要目的。
行程目的類別包括：

上班 指往來於香港及內地或澳門的固定工作地點的行程。每週四次或以上往來沒有固定工作地點的行程亦被計算在內。

公幹 指因為工作而往來香港及內地或澳門的行程(往來工作地點的行程不計算在內)，包括出席會議、與顧客會面或驗貨等。

消閒 指因觀光、購物(包括日常用品及非日常用品)或其他消閒活動往來香港及內地或澳門的行程。

上學 指因上課而往來香港及內地或澳門的幼稚園、小學、中學及專上學院的行程。

探望親友 指因探望配偶、子女、父母、親戚和朋友往來香港及內地或澳門的行程。

轉駁其他交通工具 指因轉駁其他交通工具到其他地方而往來香港及內地或澳門的行程，如乘搭飛機抵港後轉乘旅遊巴士或渡輪到內地或澳門等的行程。

其他 指行程目的不可歸納入上述任何類別的往來香港及內地或澳門的行程。

起訖點

起訖點是指一次跨界行程的起點或終點。行程中純粹作為轉駁交通工具的地方不視為起訖點。

For a trip with multiple purposes, only the major purpose is recorded. Trip purposes include:

Work refers to trips travelling to or from fixed place(s) of work between Hong Kong, the Mainland and Macao. Trips made by people who travelled to or from unfixed place of work at least four times a week in the course of work are included.

Business refers to trips made between Hong Kong and the Mainland or Macao for other job-related purposes (excluding trips to or from the place of work), such as meeting and conference, meeting clients, inspection, etc.

Leisure refers to trips made between Hong Kong and the Mainland or Macao for sightseeing, shopping (include both daily necessities and non-daily necessities), or other leisure activities.

Schooling refers to trips made between Hong Kong, and the Mainland or Macao for attending classes in kindergartens, primary schools, secondary schools, and post-secondary institutions.

Visiting relatives and friends refers to trips made between Hong Kong and the Mainland or Macao for visiting immediate family members (spouses, children and parents), other relatives and friends.

Transit refers to trips made between Hong Kong and the Mainland or Macao for interchanging transport modes to other places, such as coming to Hong Kong by air and then travelling on to destinations in the Mainland or Macao by coach or ferry, etc.

Others refer to trips made between Hong Kong and the Mainland or Macao for purposes not classified elsewhere.

Trip End

A trip end of a cross-boundary trip refers to the place where the trip started or ended. Places purely for interchange of transport modes are not considered as trip ends.

在香港的交通小區

Traffic Zones in Hong Kong

地區 Area	交通小區編號 Traffic Zone No.	交通小區名稱 Traffic Zone Name		
香港島 (Hong Kong Island)	1	堅尼地城 (Kennedy Town)/西營盤 (Sai Ying Pun)/西環 (Sai Wan)		
	2	1	上環 (Sheung Wan)/中環 (Central)/國際金融中心 (International Finance Centre)	
		2	半山 (Mid-levels)/山頂 (The Peak)	
		3	金鐘 (Admiralty)/太古廣場 (Pacific Place)	
	3	1	灣仔 (Wan Chai)/銅鑼灣 (Causeway Bay)/時代廣場 (Times Square)/ 香港會議展覽中心 (Hong Kong Convention & Exhibition Centre)/ 金紫荊廣場 (Golden Bauhinia Square)	
		2	跑馬地 (Happy Valley)/大坑 (Tai Hang)/馬場 (Racecourse)	
	4	1	天后 (Tin Hau)/炮台山 (Fortress Hill)/北角 (North Point)/鯽魚涌 (Quarry Bay)/ 太古城 (Taikoo Shing)	
		2	西灣河 (Sai Wan Ho)/筲箕灣 (Shau Kei Wan)/柴灣 (Chai Wan)/ 小西灣 (Siu Sai Wan)/杏花邨 (Heng Fa Chuen)	
	5	1	薄扶林 (Pok Fu Lam)/華富 (Wah Fu)/香港仔 (Aberdeen)/ 黃竹坑 (Wong Chuk Hang)/鴨脷洲 (Ap Lei Chau)/ 數碼港 (Cyberport)/海洋公園 (Ocean Park)	
		2	深水灣 (Deep Water Bay)/淺水灣 (Repulse Bay)/赤柱 (Stanley)/石澳 (Shek O)	
	九龍 (Kowloon)	8	尖沙咀 (Tsim Sha Tsui)/海港城 (Harbour City)/海運大廈 (Ocean Terminal)	
		9	1	佐敦 (Jordan)/京士柏山 (King's Park Hill)
			2	油麻地 (Yau Ma Tei)
10		旺角 (Mong Kok)/太子 (Prince Edward)/新世紀廣場 (MOKO)/ 朗豪坊 (Langham Place)		
11		1	深水埗 (Sham Shui Po)	
		2	長沙灣 (Cheung Sha Wan)	
		3	美孚 (Mei Foo)/荔枝角 (Lai Chi Kok)	
12		1	紅磡 (Hung Hom)/半島豪庭 (Royal Peninsula)/黃埔花園 (Whampoa Garden)/ 海逸豪園 (Laguna Verde)	
		2	何文田邨 (Ho Man Tin Estate)/愛民邨 (Oi Man Estate)/樂民新村 (Lok Man Sun Chuen)	
		3	土瓜灣 (To Kwa Wan)/馬頭圍 (Ma Tau Wai)/馬頭角 (Ma Tau Kok)	
13		1	九龍塘 [不包括又一村、又一居、城市大學] (Kowloon Tong [Excluding Yau Yat Tsuen, Parc Oasis, City University of Hong Kong])/筆架山 (Beacon Hill)/廣播道 (Broadcast Drive)	
		2	又一村 (Yau Yat Tsuen)/又一居 (Parc Oasis)/城市大學 (City University of Hong Kong)/ 又一城 (Festival Walk)/石硤尾邨 (Shek Kip Mei Estate)/白田邨 (Pak Tin Estate)	
		3	帝景峰 (Dynasty Heights)/大窩坪 (Tai Wo Ping)/畢架山花園 (Beacon Heights)	

地區 Area	交通小區編號 Traffic Zone No.	交通小區名稱 Traffic Zone Name
九龍 (Kowloon)	14	1 九龍城 (Kowloon City)
		2 橫頭磡 (Wong Tau Hom)/樂富邨 (Lok Fu Estate)/黃大仙 (Wong Tai Sin)/竹園邨 (Chuk Yuen Estate)/天馬苑 (Tin Ma Court)
		3 新蒲崗 (San Po Kong)/東頭邨 (Tung Tau Estate)
		4 慈雲山 (Tsz Wan Shan)/鑽石山 (Diamond Hill)/牛池灣 (Ngau Chi Wan)
	15	1 牛頭角 (Ngau Tau Kok)/九龍灣 (Kowloon Bay)/德福花園 (Telford Gardens)
		2 觀塘 (Kwun Tong)/秀茂坪邨 (Sau Mau Ping Estate)
		3 藍田 (Lam Tin)/油塘 (Yau Tong)/茶果嶺 (Cha Kwo Ling)/鯉魚門 (Lei Yue Mun)
	16	1 君臨天下 (The Habourside)/濠日居 (The Waterfront)/擎天半島 (Sorrento)/圓方 (Elements)/奧海城二期及三期 (Olympian City 2 & 3)/帝柏海灣 (Central Park)/柏景灣 (Park Avenue)/帝峰皇殿 (The Hermitage)/富榮花園 (Charming Garden)/中港城 (China Hong Kong City)
		2 大角咀 (Tai Kok Tsui)/港灣豪庭 (Metro Harbour View)/維港灣 (Island Harbourview)/奧海城第一期 (Olympian City 1)
		3 富昌邨 (Fu Cheong Estate)/南昌邨 (Nam Cheong Estate)/碧海藍天 (Aqua Marine)/宇晴軒 (The Pacifica)/昇悅居 (Liberte)/泓景臺 (Banyan Garden)
17	前啟德機場 (Former Kai Tak Airport)	
荃灣/葵青 (Tsuen Wan/ Kwai Tsing)	18	1 下葵涌 (Ha Kwai Chung)/荔景 (Lai King)/葵芳邨 (Kwai Fong Estate)/新都會廣場 (Metroplaza)
		2 安蔭 (On Yam)/石籬 (Shek Lei)/石梨頭 (Shek Lei Tau)/大窩口 (Tai Wo Hau)/葵興邨 (Kwai Hing Estate)/葵涌邨 (Kwai Chung Estate)/梨木樹 (Lei Muk Shue)/上葵涌 (Sheung Kwai Chung)/石圍角邨 (Shek Wai Kok Estate)/老圍 (Lo Wai)/象山邨 (Cheung Shan Estate)
		3 綠楊新邨 (Luk Yeung San Chuen)/海濱花園 (Riviera Gardens)/灣景花園 (Bayview Garden)/荃威花園 (Allway Garden)/愉景新城 (Discovery Park)/荃灣碼頭 (Tsuen Wan Ferry Pier)
	19	青衣 (Tsing Yi)
	33	1 葵涌貨櫃碼頭 (1 號至 8 號) (Kwai Chung No. 1 to 8 Container Terminal) 2 青衣 9 號貨櫃碼頭 (Tsing Yi No. 9 Container Terminal)
新界西北 (North West New Territories)	20	1 汀九 (Ting Kau)/深井 (Sham Tseng)/青龍頭 (Tsing Lung Tau)/小欖 (Siu Lam)/掃管笏 (So Kwun Wat)/黃金海岸 (Gold Coast)
		2 友愛邨 (Yau Oi Estate)/龍門居 (Lung Mun Oasis)/蝴蝶邨 (Butterfly Estate)/悅湖山莊 (Yuet Wu Villa)/屯門碼頭 (Tuen Mun Ferry Terminal)
		3 田景邨 (Tin King Estate)/山景邨 (Shan King Estate)/兆康苑 (Siu Hong Court)/屯門市廣場 (Tuen Mun Town Plaza)/藍地 (Lam Tei)
	21	1 天水圍 (Tin Shui Wai)
		2 洪水橋 (Hung Shui Kiu)/新屋村 (San Uk Tsuen)/屏山 (Ping Shan)/唐人新村 (Tong Yan San Tsuen)/廈村 (Ha Tsuen)/尖鼻咀 (Tsim Bei Tsui)/流浮山 (Lau Fau Shan)/上白泥 (Sheung Pak Nai)
		3 深圳灣管制站 (Shenzhen Bay Control Point)
	22	元朗 (Yuen Long)/大棠 (Tai Tong)/十八鄉 (Shap Pat Heung)
	23	石湖塘 (Shek Wu Tong)/田心新村 (Tin Sam San Tsuen)/錦田 (Kam Tin)/八鄉 (Pat Heung)/石崗 (Shek Kong)
	24	新田 (San Tin)/落馬洲 (Lok Ma Chau)
	34	爛角咀 (Lan Kok Tsui)/龍鼓灘 (Lung Kwu Tan)/踏石角 (Tap Shek Kok)/沙洲 (Sha Chau)/下白泥 (Ha Pak Nai)
37	牛潭尾 (Ngau Tam Mei)/模範鄉 (Mo Fan Heung)/沙埔村 (Sha Po Tsuen)	
38	錦綉花園 (Fairview Park)/加州花園 (Palm Springs)/南生圍 (Nan Sang Wai)/米埔 (Mai Po)	

地區 Area	交通小區編號 Traffic Zone No.	交通小區名稱 Traffic Zone Name
新界東北 (North East New Territories)	25	1 蠔殼圍 (Hoo Hok Wai)/河上鄉 (Ho Sheung Heung)/古洞北 (Kwu Tung North)/石仔嶺 (Shek Tsai Leng)/馬草壟 (Ma Tso Lung)/鳳崗 (Fung Kong)
		2 粉嶺新市鎮 (Fanling New Town)
		3 上水 (Sheung Shui)
		4 打鼓嶺 (Ta Ku Ling)/坪輦 (Ping Che)/羅湖 (Lo Wu)/文錦渡 (Man Kam To)
	26	1 龍躍頭 (Lung Yeuk Tau)
		2 南涌 (Nam Chung)/紅花嶺 (Hung Fa Leng)/鹿頸 (Luk Keng)/烏蛟騰 (Wu Kau Tang)/沙頭角 (Sha Tau Kok)
	27	大埔 (Tai Po)/太和 (Tai Wo)
	28	1 大圍 (Tai Wai)/沙田嶺 (Sha Tin Heights)/白田 (Pak Tin)/新田圍邨 (San Tin Wai Estate)/顯田 (Hin Tin)
		2 沙田 (Shatin)/火炭 (Fotan)/圓洲角 (Yuen Chau Kok)
	29	馬鞍山 (Ma On Shan)/烏溪沙 (Wu Kai Sha)/白石 (Whitehead)/泥涌 (Nai Chung)/十四鄉 (Shap Sze Heung)
	39	八仙嶺 (Pat Sin Leng)/大美督 (Tai Mei Tuk)/船灣 (Shuen Wan)
	40	古洞南 (Kwu Tung South)/牛地 (Ngau Tei)/歐意花園 (Europa Garden)
	新界東南 (South East New Territories)	30
2 將軍澳 (Tseung Kwan O)/坑口 (Hang Hau)/調景嶺 (Tiu Keng Leng)		
新界西南 (South West New Territories)	31	1 愉景灣 (Discovery Bay)
		2 欣澳 (Sunny Bay)/大蠔灣 (Tai Ho Wan)/小蠔灣 (Siu Ho Wan)
		3 馬灣 (Ma Wan)/珀麗灣 (Park Island)
		4 梅窩 (Mui Wo)
		5 石鼓洲 (Shek Kwu Chau)/芝麻灣半島 (Chi Ma Wan Peninsula)/大澳 (Tai O)/石壁 (Shek Pik)/昂坪 (Ngong Ping)
		6 東涌 (Tung Chung)
	32	坪洲 (Peng Chau)/長洲 (Cheung Chau)/南丫島 (Lamma Island)/蒲台島 (Po Toi Island)
	35	1 香港國際機場 (Hong Kong International Airport)
		2 香港國際機場航天城 (Hong Kong International Airport - Skycity)/亞洲國際博覽館 (AsiaWorld-Expo)
	36	迪士尼樂園 (Disneyland)/迪欣湖活動中心 (Inspiration Lake Recreation Centre)

附錄 4

Appendix 4

在內地的交通小區

Traffic Zones in the Mainland

地區 Area	交通小區編號 Traffic Zone No.	交通小區名稱 Traffic Zone Name
深圳* (Shenzhen*)	42	1 沙頭街道 (Shatou Sub-district)
		2 福田街道 (Futian Sub-district)
		3 南園街道 (Nanyuan Sub-district)
		4 香蜜湖街道 (Xiangmihu Sub-district)
		5 蓮花街道 (Lianhua Sub-district)
		6 華富街道 (Huafu Sub-district)
		7 園嶺街道 (Yuanling Sub-district)
		8 梅林街道 (Meilin Sub-district)
		9 華強北街道 (Huaqiangbei Sub-district)
		10 福保街道 (Fubao Sub-district)
	43	1 南湖街道 (Nanhu Sub-district)
		2 桂園街道 (Guiyuan Sub-district)
		3 東門街道 (Dongmen Sub-district)
		4 筍崗街道 (Sungang Sub-district)
		5 清水河街道 (Qingshuihe Sub-district)
		6 東曉街道 (Dongxiao Sub-district)
		7 翠竹街道 (Cuizhu Sub-district)
		8 黃貝街道 (Huangbei Sub-district)
		9 蓮塘街道 (Liantang Sub-district)
		10 東湖街道 (Donghu Sub-district)
	41	1 南頭街道 (Nantou Sub-district)
		2 南山街道 (Nanshan Sub-district)
		3 粵海街道 (Yuehai Sub-district)
		4 招商街道 (Zhaoshang Sub-district)
		5 蛇口街道 (Shekou Sub-district)
		6 西麗街道 (Xili Sub-district)
		7 桃源街道 (Taoyuan Sub-district)
		8 沙河街道 (Shahe Sub-district)
	44	1 沙頭角街道 (Shatoujiao Sub-district)
		2 海山街道 (Haishan Sub-district)
		3 鹽田街道 (Yantian Sub-district)
		4 梅沙街道 (Meisha Sub-district)
	45	1 新安街道 (Xin'an Sub-district)
		2 西鄉街道 (Xixiang Sub-district)
		3 福永街道 (Fuyong Sub-district)
		4 石岩街道 (Shiyan Sub-district)
		5 沙井街道 (Shajing Sub-district)
		6 松崗街道 (Songgang Sub-district)
		7 航城街道 (Hangcheng Sub-district)
		8 福海街道 (Fuhai Sub-district)
9 新橋街道 (Xinqiao Sub-district)		
10 燕羅街道 (Yanluo Sub-district)		

地區 Area	交通小區編號 Traffic Zone No.		交通小區名稱 Traffic Zone Name	
深圳* (Shenzhen*)	47	1	光明新區 (Guangming New District)	公明街道 (Gungming Sub-district)
		2		光明街道 (Guangming Sub-district)
		3		新湖街道 (Xinhu Sub-district)
		4		鳳凰街道 (Fenghuang Sub-district)
		5		玉塘街道 (Yutang Sub-district)
		6		馬田街道 (Matian Sub-district)
	65	1	龍華區 (Longhua District)	觀瀾街道 (Guanlan Sub-district)/觀湖街道 (Guanhu Sub-district)/ 福城街道 (Fucheng Sub-district)
		2		大浪街道 (Dalang Sub-district)
		3		龍華街道 (Longhua Sub-district)
		4		民治街道 (Minzhi Sub-district)
	46	1	龍崗區 (Longgang District)	坂田街道 (Bantian Sub-district)
		2		平湖街道 (Pinghu Sub-district)
		3		布吉街道 (Buji Sub-district)
		4		南灣街道 (Nanwan Sub-district)
		5		橫崗街道 (Henggang Sub-district)
		6		吉華街道 (Jihua Sub-district)
		7		園山街道 (Yuanshan Sub-district)
	48	1		龍城街道 (Longcheng Sub-district)
		2		龍崗街道 (Longgang Sub-district)
		3		坪地街道 (Pingdi Sub-district)
		4		寶龍街道 (Baolong Sub-district)
	50	1	坪山區 (Pingshan District)	坑梓街道 (Kengzi Sub-district)
		2		坪山街道 (Pingshan Sub-district)
		3		馬巒街道 (Maluan Sub-district)
		4		碧嶺街道 (Biling Sub-district)
		5		石井街道 (Shijing Sub-district)
		6		龍田街道 (Longtian Sub-district)
	63	1	大鵬新區 (Dapeng New District)	葵涌街道 (Kuichong Sub-district)
		2		大鵬街道 (Dapeng Sub-district)
		3		南澳街道 (Nanao Sub-district)
東莞* (Dongguan*)	49		塘廈鎮 (Tangxia Town)/鳳崗鎮 (Fenggang Town)/清溪鎮 (Qingxi Town)	
	51	1	虎門鎮 (Humen Town)/長安鎮 (Changan Town)	
		2	望牛墩鎮 (Wangniudun Town)/麻湧鎮 (Mayong Town)/洪梅鎮 (Hongmei Town)/ 道滘鎮 (Daojiao Town)/沙田鎮 (Shatian Town)/厚街鎮 (Houjie Town)	
	52		莞城區街道 (Guanchengqu Sub-district)/南城區街道 (Nanchengqu Sub-district)/ 萬江區街道 (Wanjiangqu Sub-district)/東城區街道 (Dongchengqu Sub-district)/ 石碣鎮 (Shijie Town)/高埗鎮 (Gaobu Town)/中堂鎮 (Zhengtang Town)	
	53	1	大朗鎮 (Dalang Town)/寮步鎮 (Liaobu Town)/大嶺山鎮 (Dalingshan Town)	
		2	常平鎮 (Changping Town)/茶山鎮 (Chashan Town)/石龍鎮 (Shilong Town)/ 橋頭鎮 (Qiaotou Town)/企石鎮 (Qishi Town)/橫瀝鎮 (Hengli Town)/ 東坑鎮 (Dongkeng Town)/石排鎮 (Shipai Town)	
		3	樟木頭鎮 (Zhangmutou Town)/謝崗鎮 (Xiegang Town)/黃江鎮 (Huangjiang Town)	

地區 Area	交通小區編號 Traffic Zone No.	交通小區名稱 Traffic Zone Name
中山* (Zhongshan*)	56	黃圃鎮 (Huangpu Town)/民眾鎮 (Minzhong Town)/三角鎮 (Sanjiao Town)/ 南頭鎮 (Nantou Town)/港口鎮 (Gangkou Town)/東升鎮 (Dongsheng Town)/ 阜沙鎮 (Fusha Town)/東風鎮 (Dongfeng Town)/小欖鎮 (Xiaolan Town)/ 古鎮鎮 (Guzhen Town)
	57	五桂山街道 (Wuguishan Sub-district)/東區街道 (Dongqu Sub-district)/ 西區街道 (Xiqu Sub-district)/南區街道 (Nanqu Sub-district)/ 石岐區街道 (Shiqiqu Sub-district)/沙溪鎮 (Shaxi Town)/ 橫欄鎮 (Henglan Town)/大涌鎮 (Dachong Town)/板芙鎮 (Banfu Town)
	58	神灣鎮 (Shenwan Town)/三鄉鎮 (Sanxiang Town)/坦洲鎮 (Tanzhou Town)
	59	南朗鎮 (Nanlang Town)/中山港街道 (又名火炬開發區街道) (Zhongshangang Sub-district (also called Huoju Kaifaqu Sub-district))
珠海* (Zhuhai*)	60	香洲區 (Xiangzhou District) [東部 包括: 前山街道 (Qianshan Sub-district)/ 拱北街道 (Gongbei Sub-district)/獅山街道 (Shishan Sub-district)/ 吉大街道 (Jidai Sub-district)/香灣街道 (Xiangwan Sub-district)/ 梅華街道 (Meihau Sub-district)/翠香街道 (Cuixiang Sub-district)/ 唐家灣鎮 (Tangjiawan Town)/萬山鎮 (Wanshan Town)/桂山鎮 (Guishan Town)/ 擔杆鎮 (Dangan Town)]
	61	斗門區 (Doumen District)/金灣區 (Jinwan District)
	62	香洲區 (Xiangzhou District) [西部 包括: 灣仔街道 (Wanzai Sub-district)/ 橫琴鎮 (Hengqin Town)/南屏鎮 (Nanping Town)]
澳門 (Macao)	71	澳門特別行政區 (Macao Special Administrative Region)
江門* (Jiangmen*)	72	台山市 (Taishan City)
	73	新會區 (Xinhui District)/蓬江區 (Pengjiang District)
	74	江海區 (Jianghai District)
	75	恩平市 (Enping City)
	76	開平市 (Kaiping City)
	77	鶴山市 (Heshan City)
佛山* (Foshan*)	55	順德區 (Shunde District)
	78	高明區 (Gaoming District)
	79	南海區 (Nanhai District)/禪城區 (Chanchengqu District)
	80	三水區 (Sanshui District)
廣州* (Guangzhou*)	54	1 番禺區 (Panyu District)
		2 南沙區 (Nansha District)
	81	花都區 (Huadu District)
	82	1 天河區 (Tianhe District)/白雲區 (Baiyun District)/ 黃埔區 (包含前蘿崗區) (Huangpu District (including former Luogang District))
		2 越秀區 (Yuexiu District)/荔灣區 (Liwan District)
		3 海珠區 (Haizhu District)
	83	從化區 (Conghua District)
84	增城區 (Zengcheng District)	
惠州 [不包括龍門縣]* (Huizhou [Excluding Longmen County])*	85	1 惠城區 (Huicheng District)/仲愷區 (Zhongkai District)
		2 博羅縣 (Bolou County)
	86	惠陽區 (又名淡水) (Wuiyang District) (also named Danshui)/大亞灣區 (Dayawan District)
	87	惠東縣 (Huidong County)
惠州 [龍門縣] (Huizhou [Longmen County])	85	3 龍門縣 (Longmen County)
湛江 (Zhanjiang)	88	徐聞縣 (Xuwen County)/雷州市 (Leizhou City)/遂溪縣 (Suixi County)/ 廉江市 (Lianjiang City)/吳川市 (Wuchuan City)/麻章區 (Mazhang District)/ 坡頭區 (Potou District)/赤坎區 (Chikan District)/霞山區 (Xiashan District)

地區 Area	交通小區編號 Traffic Zone No.	交通小區名稱 Traffic Zone Name
茂名 (Maoming)	89	高州市 (Gaozhou City)/化州市 (Huazhou City)/信宜市 (Xinyi City)/ 電白區 (包含前茂港區) (Dianbai District (including former Maogang District))/ 茂南區 (Maonan District)
陽江 (Yangjiang)	90	江城區 (Jiangchen District)/陽春市 (Yangchun City)/ 陽東區 (Yangdong District)/陽西縣 (Yangxi County)
雲浮 (Yunfu)	91	郁南縣 (Yu'nan County)/羅定市 (Luoding City)/新興縣 (Xinxing County)/ 雲安區 (Yun'an District)/雲城區 (Yuncheng District)
肇慶 [端州區、鼎湖區、 四會市、高要區]* (Zhaoqing [Duanzhou District, Dinghu District, Sihui City, Gaoyao District])*	92	1 端州區 (Duanzhou District)/鼎湖區 (Dinghu District)
		2 四會市 (Sihui City)
		3 高要區 (Gaoyao District)
肇慶 [其他地區] (Zhaoqing [Other places])	92	4 懷集縣 (Huaji County)/封開縣 (Fengkai County)/ 德慶縣 (Deqing County)/廣寧縣 (Guangning County)
清遠 (Qingyuan)	93	清城區 (Qingcheng District)/連山壯族瑤族自治縣 (Lianshan Zhuangzu Yaozu Zizhixian)/ 連南瑤族自治縣 (Liannan Yaozu Zizhixian)/陽山縣 (Yangshan County)/ 英德市 (Yingde City)/清新區 (Qingxin District)/ 連州市 (Lianzhou City)/佛岡縣 (Fogang County)
韶關 (Shaoguan)	94	仁化縣 (Renhua County)/南雄市 (Nanxiong City)/樂昌市 (Lechang City)/ 曲江區 (Qijiang District)/始興縣 (Shixing County)/翁源縣 (Wengyuan County)/ 新豐縣 (Xinfeng County)/浚江區 (Zhenjiang District)/武江區 (Wujuang District)/ 乳源瑤族自治縣 (Ruyuan Yaozu Zizhixian)
河源 (Heyuan)	95	源城區 (Yuancheng District)/龍川縣 (Longchuan County)/ 和平縣 (Heping County)/紫金縣 (Zijin County)/ 東源縣 (Dongyuan County)/連平縣 (Lianping County)
汕尾 (Shanwei)	96	城區 (Chengqu)/海豐縣 (Haifeng County)/陸豐市 (Lufeng City)/ 陸河縣 (Luhe County)
梅州 (Meizhou)	97	梅江區 (Meijiang District)/蕉嶺縣 (Jiaoling County)/興寧市 (Xingning City)/ 平遠縣 (Pingyuan County)/梅縣區 (Mei County District)/大埔縣 (Dapu County)/ 五華縣 (Wuhua County)/豐順縣 (Fengshun County)
揭陽 (Jieyang)	98	揭西縣 (Jiexi County)/揭東區 (Jiedong District)/榕城區 (Rongcheng District)/ 普寧市 (Puning City)/惠來縣 (Huilai County)
汕頭 (Shantou)	99	潮陽區 (Chaoyang District)/金平區 (Jinping District)/龍湖區 (Longhu District)/ 濠江區 (Haojiang District)/潮南區 (Chaonan District)/澄海區 (Chenghai District)/ 南澳縣 (Nanao County)
潮州 (Chaozhou)	100	湘橋區 (Xiangqiao District)/饒平縣 (Raoping County)/潮安區 (Chaoan District)
福建省 (Fujian Province)	101	1 福州 (Fuzhou)
		2 廈門 (Xiamen)
		3 泉州 (Quanzhou)
		9 其他地區 (Other places)
江西省 (Jiangxi Province)	102	1 南昌 (Nanchang)
		2 景德鎮 (Jingdezhen)
		3 九江 (Jiujiang)
		9 其他地區 (Other places)

地區 Area	交通小區編號 Traffic Zone No.	交通小區名稱 Traffic Zone Name
湖南省 (Hunan Province)	103	1 長沙 (Changsha)
		2 衡陽 (Hengyang)
		3 岳陽 (Yueyang)
		9 其他地區 (Other places)
廣西壯族自治區 (Guangxi Zhuangzu Zizhiqu)	104	1 南寧 (Nanning)
		2 桂林 (Guilin)
		9 其他地區 (Other places)
海南省 (Hainan Province)	105	1 海口 (Haikou)
		2 三亞 (Sanya)
		9 其他地區 (Other places)
河北省 ⁽¹⁾ (Hebei Province) ⁽¹⁾	109	1 石家莊 (Shejiazhuang)
		2 張家口 (Zhangjiakou)
		9 其他地區 (Other places)
新疆維吾爾族自治區 (Xinjiang Uygur Zizhiqu)	119	1 烏魯木齊 (Urumqi or Wulumuqi)
		9 其他地區 (Other places)
山東省 (Shandong Province)	130	1 濟南 (Jinan)
		2 青島 (Qingdao)
		9 其他地區 (Other places)
雲南省 (Yunnan Province)	140	1 昆明 (Kunming)
		2 大理 (Dali)
		9 其他地區 (Other places)
湖北省 (Hubei Province)	150	1 武漢 (Wuhan)
		9 其他地區 (Other places)
安徽省 (Anhui Province)	160	1 合肥 (Hefei)
		2 黃山 (Huangshan)
		9 其他地區 (Other places)
四川省 ⁽²⁾ (Sichuan Province) ⁽²⁾	170	1 成都 (Chengdu)
		9 其他地區 (Other places)
浙江省 (Zhejiang Province)	180	1 杭州 (Hangzhou)
		2 溫州 (Wenzhou)
		3 寧波 (Ningbo)
		4 紹興 (Shaoxing)
		9 其他地區 (Other places)
江蘇省 ⁽³⁾ (Jiangsu Province) ⁽³⁾	190	1 南京 (Nanjing)
		2 揚州 (Yangzhou)
		3 無錫 (Wuxi)
		4 蘇州 (Suzhou)
		9 其他地區 (Other places)
陝西省 (Shaanxi Province)	200	1 西安 (Xi'an)
		2 咸陽 (Hanyang)
		9 其他地區 (Other places)
吉林省 (Jilin Province)	210	1 長春 (Changchun)
		9 其他地區 (Other places)
內蒙古自治區 (Nei Mongol Zizhiqu)	220	1 呼和浩特 (Huhehaote)
		9 其他地區 (Other places)
黑龍江省 (Heilongjiang Province)	231	1 哈爾濱 (Ha'erbin)
		9 其他地區 (Other places)
貴州省 (Guizhou Province)	240	1 貴陽 (Guiyang)
		9 其他地區 (Other places)

地區 Area	交通小區編號 Traffic Zone No.	交通小區名稱 Traffic Zone Name
山西省 (Shanxi Province)	245	1 太原 (Taiyuan)
		2 廣寧 (Guangning)
		9 其他地區 (Other places)
遼寧省 (Liaoning Province)	250	1 瀋陽 (Shenyang)
		2 大連 (Dalian)
		9 其他地區 (Other places)
河南省 (Henan Province)	260	1 鄭州 (Zhengzhou)
		2 洛陽 (Luoyang)
		9 其他地區 (Other places)
西藏自治區 (Xizang Zizhiqu)	690	1 拉薩 (Lasa)
		9 其他地區 (Other places)
甘肅省 (Gansu Province)	700	1 蘭州 (Lanzhou)
		9 其他地區 (Other places)
寧夏回族自治區 (Ningxia Huiizu Zizhiqu)	710	1 銀川 (Yinchuan)
		9 其他地區 (Other places)
青海省 (Qinghai Province)	720	1 西寧 (Xining)
		9 其他地區 (Other places)
直轄市-北京 (Zhixiashi-Beijing)	110	北京直轄市 (Beijing Zhixiashi)
直轄市-天津 (Zhixiashi-Tianjin)	111	天津直轄市 (Tianjin Zhixiashi)
直轄市-上海 (Zhixiashi-Shanghai)	120	上海直轄市 (包括浦東) (Shanghai Zhixiashi (Including Pudong))
直轄市-重慶 (Zhixiashi-Chongqing)	171	重慶直轄市 (Chongqing Zhixiashi)

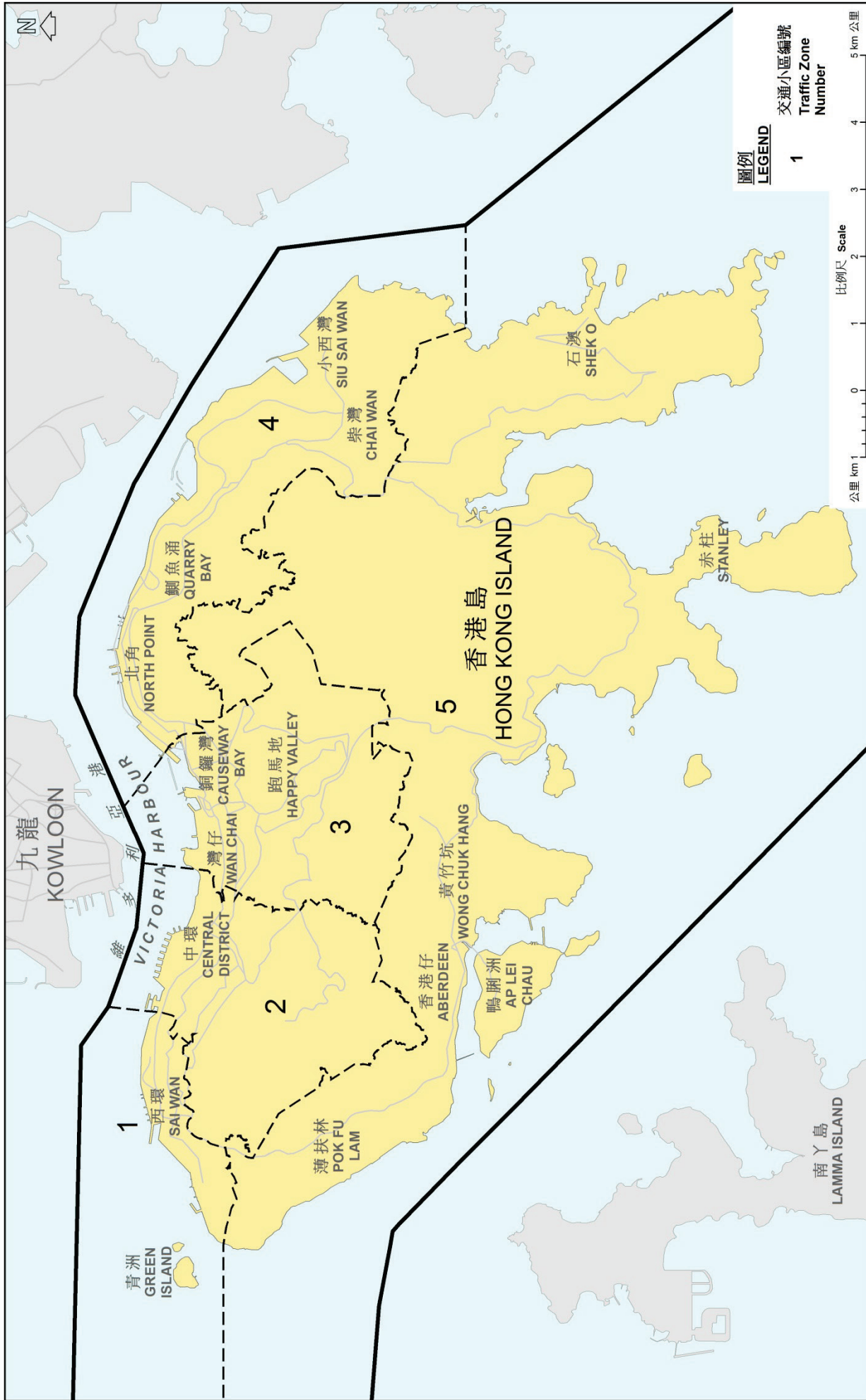
* 珠江三角洲所包括的地區 (Districts in Pearl River Delta Region)

- (1) 不包括北京及天津直轄市 (Excluding Beijing & Tianjin Zhixiashi)
- (2) 不包括重慶直轄市 (Excluding Chongqing Zhixiashi)
- (3) 不包括上海直轄市 (Excluding Shanghai Zhixiashi)

交通小區圖

Maps of Traffic Zones

圖 1.1	香港島	Figure 1.1	Hong Kong Island
圖 1.2	九龍	Figure 1.2	Kowloon
圖 1.3	新界	Figure 1.3	New Territories
圖 1.4	深圳	Figure 1.4	Shenzhen
圖 1.5	珠江三角洲	Figure 1.5	Pearl River Delta
圖 1.6	廣東省 (珠江三角洲以外地區)	Figure 1.6	Guangdong Province (Excluding Pearl River Delta)
圖 1.7	內地	Figure 1.7	The Mainland

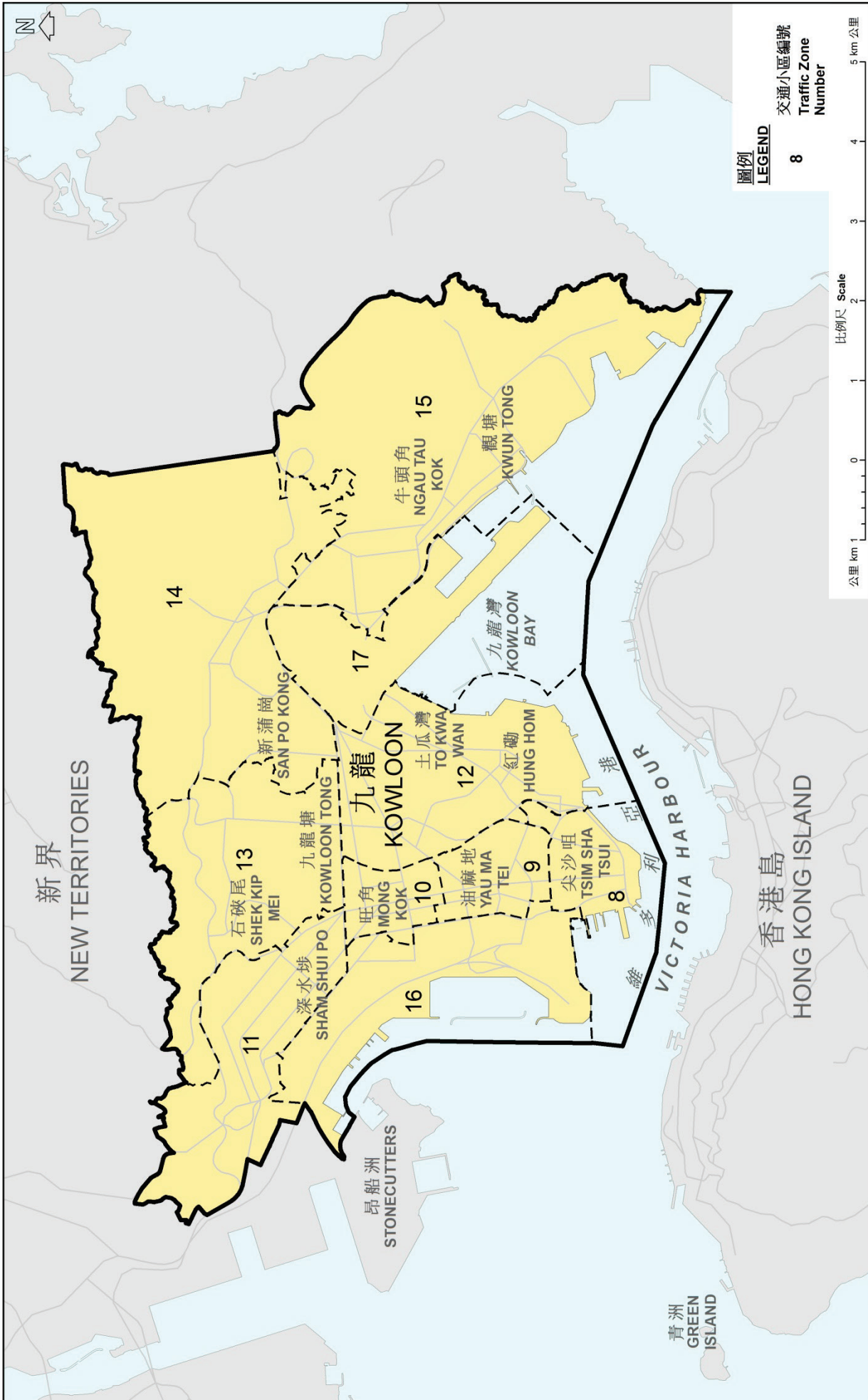


PLANNING DEPARTMENT
規劃署

Plan No. 圖則編號: M/CID/18/011
Figure 圖 1.1

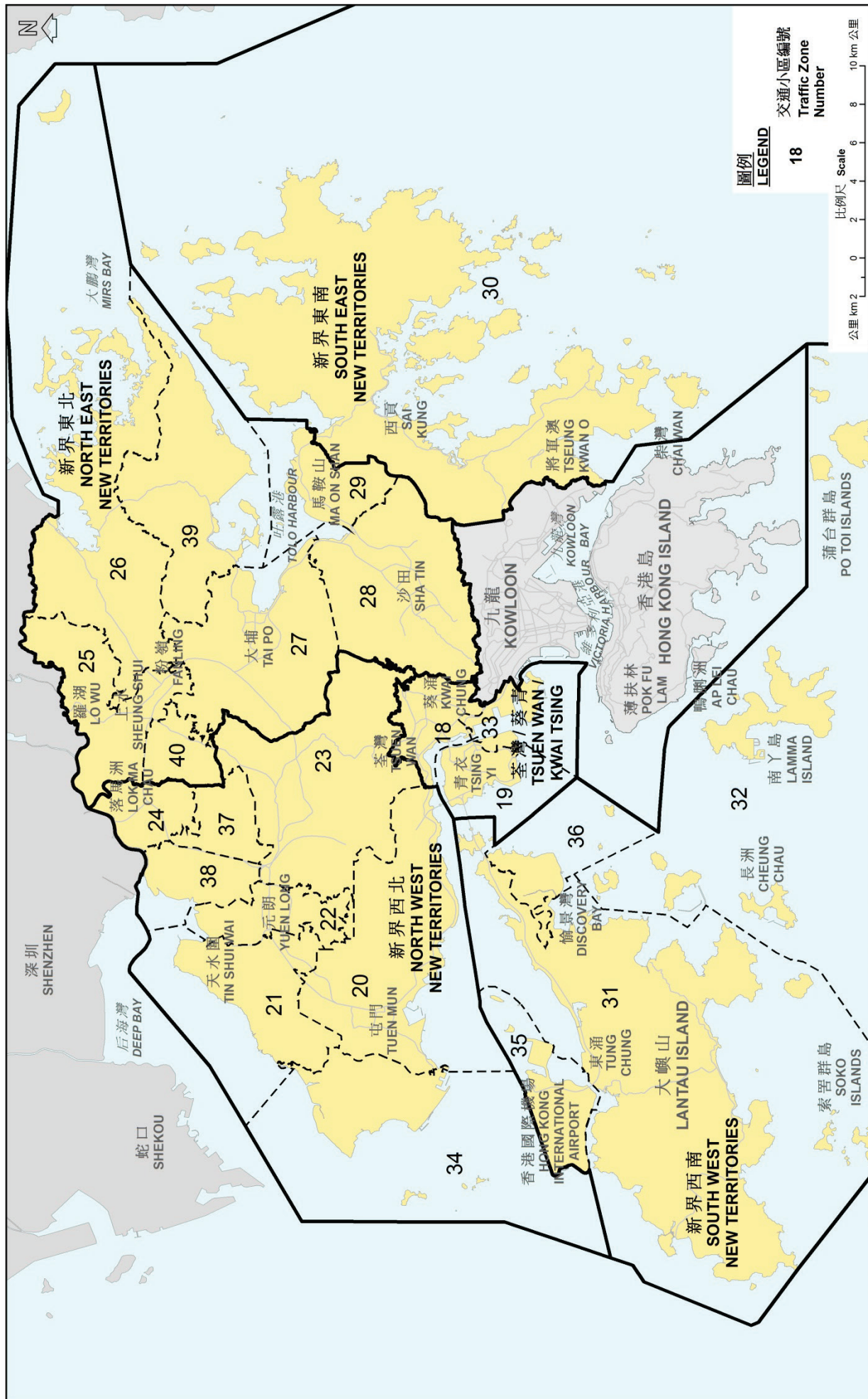
Date 日期: 18-05-2018

二零一七年跨界旅運統計調查
香港島
CROSS - BOUNDARY TRAVEL SURVEY 2017
HONG KONG ISLAND



二零一七年跨界旅運統計調查
九龍
CROSS - BOUNDARY TRAVEL SURVEY 2017
KOWLOON

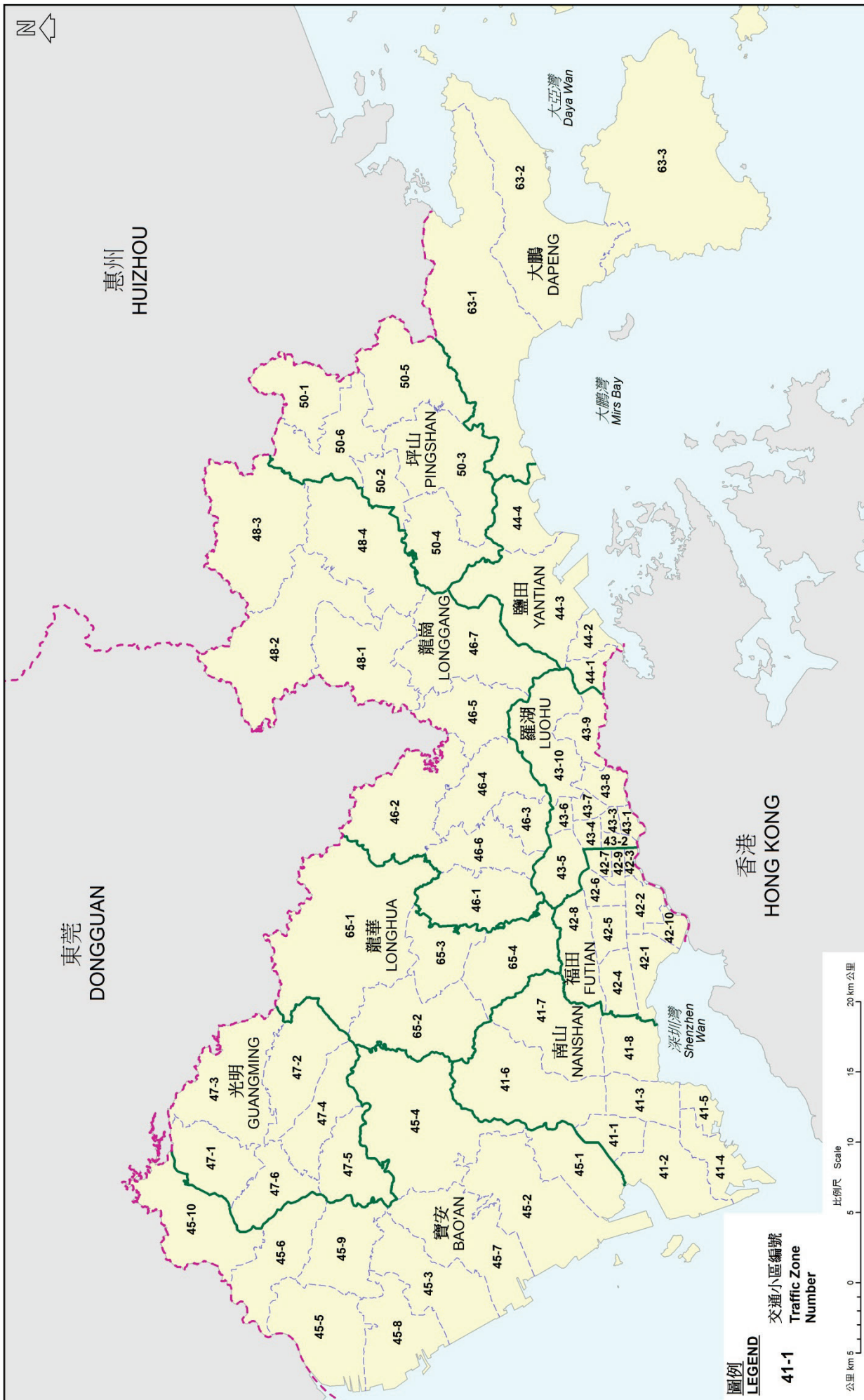
PLANNING DEPARTMENT 規劃署	
Plan No. 圖則編號: MICID/18/012	Figure 圖 1.2
Date 日期: 18-05-2018	



二零一七年跨界旅運統計調查
新界

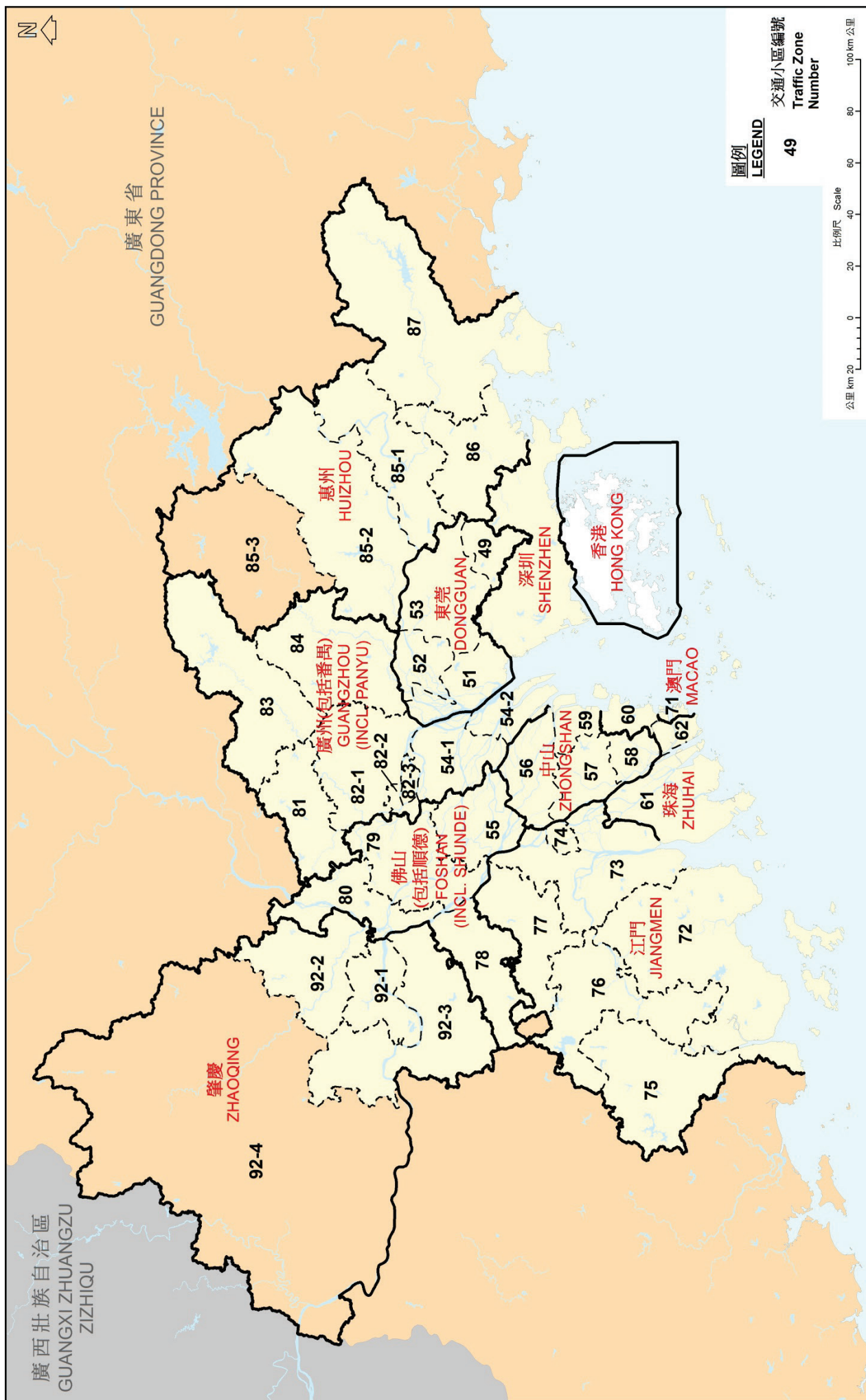
**CROSS - BOUNDARY TRAVEL SURVEY 2017
NEW TERRITORIES**

PLANNING DEPARTMENT 規劃署	
Plan No. 圖則編號: M/CD/18/013	Figure 圖 1.3
Date 日期: 18-05-2018	



二零一七年跨界旅運統計調查
深圳
CROSS - BOUNDARY TRAVEL SURVEY 2017
SHENZHEN

PLANNING DEPARTMENT 規劃署	
Plan No. 圖則編號: M/CID/18/014	Figure 圖 1.4
Date 日期: 18-05-2018	



二零一七年跨界旅運統計調查

珠江三角洲

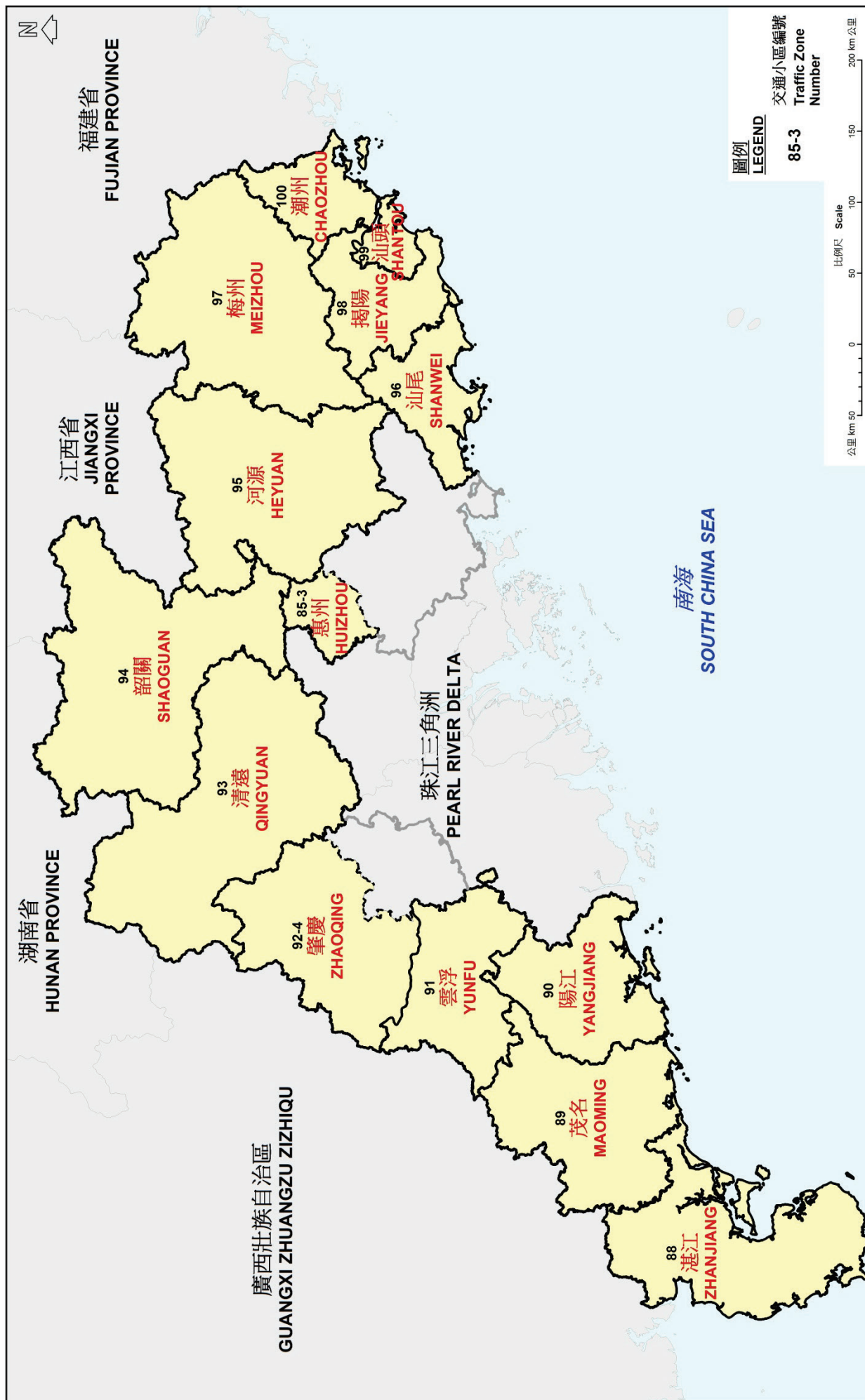
CROSS-BOUNDARY TRAVEL SURVEY 2017
PEARL RIVER DELTA

PLANNING DEPARTMENT
規劃署

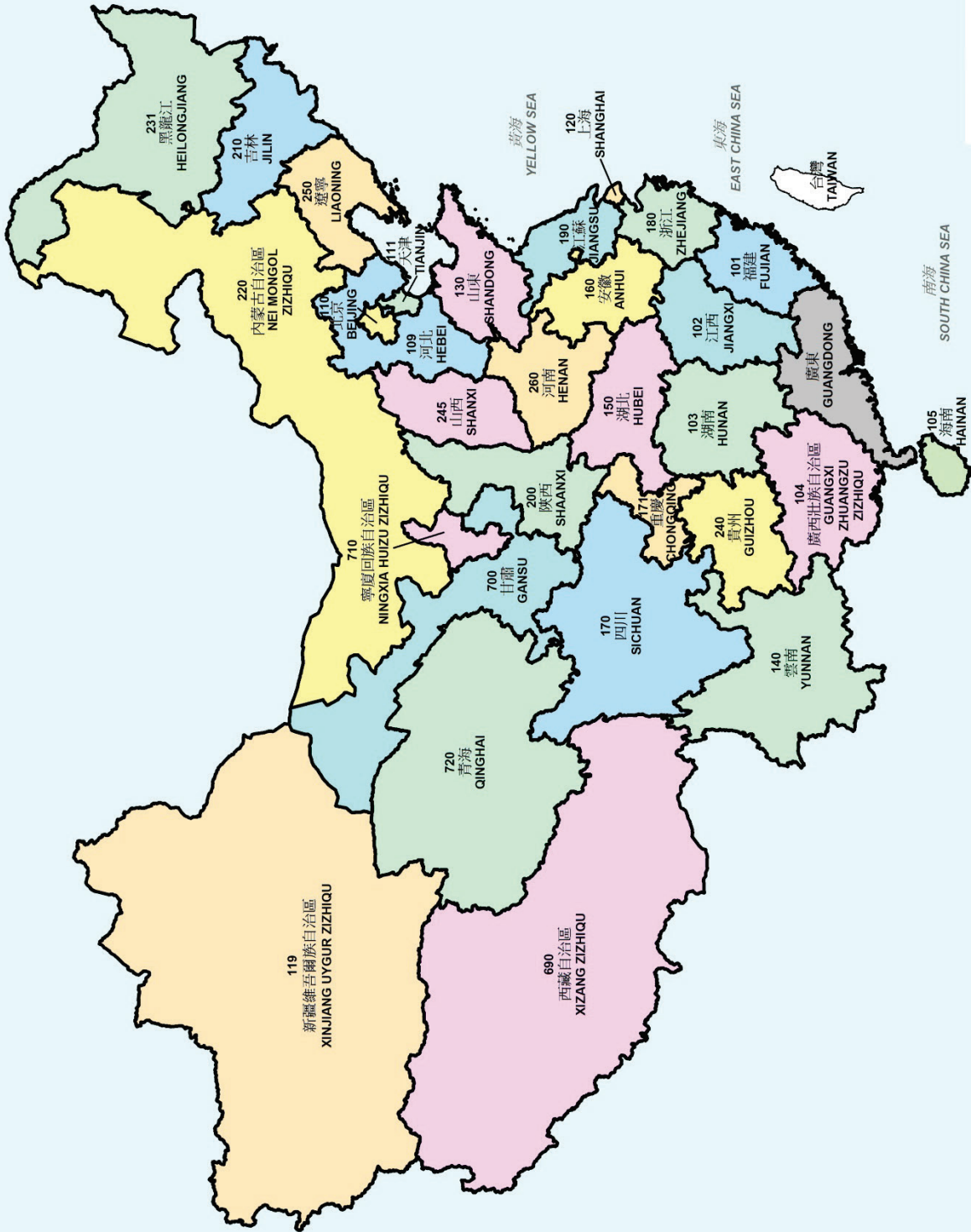
Plan No. 圖則編號: M/CID/18/015 | Figure 圖

Date 日期: 18-05-2018

1.5

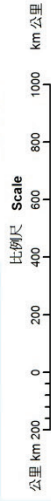


二零一七年跨界旅運統計調查 廣東省（珠江三角洲以外地區） CROSS - BOUNDARY TRAVEL SURVEY 2017 GUANGDONG PROVINCE (EXCLUDE PEARL RIVER DELTA)	PLANNING DEPARTMENT 規劃署
	Plan No. 圖則編號：M/CID/18/016 Date 日期：18-05-2018
Figure 圖 1.6	



圖例
LEGEND

交通小區編號
101
Traffic Zone Number



PLANNING DEPARTMENT
規劃署

Plan No. 圖則編號: MICID/18017
Figure 圖

Date 日期: 18-05-2018
1.7

二零一七年跨境旅運統計調查
內地

CROSS - BOUNDARY TRAVEL SURVEY 2017
THE MAINLAND

