

北往 NORTHBOUND 2021 南來 SOUTHBOUND

二零二一年跨界旅運統計調查
Cross-boundary Travel Survey 2021



規劃署

PLANNING DEPARTMENT

二零二一年

跨界旅運統計調查報告

Survey Report on Cross-boundary Travel Survey 2021

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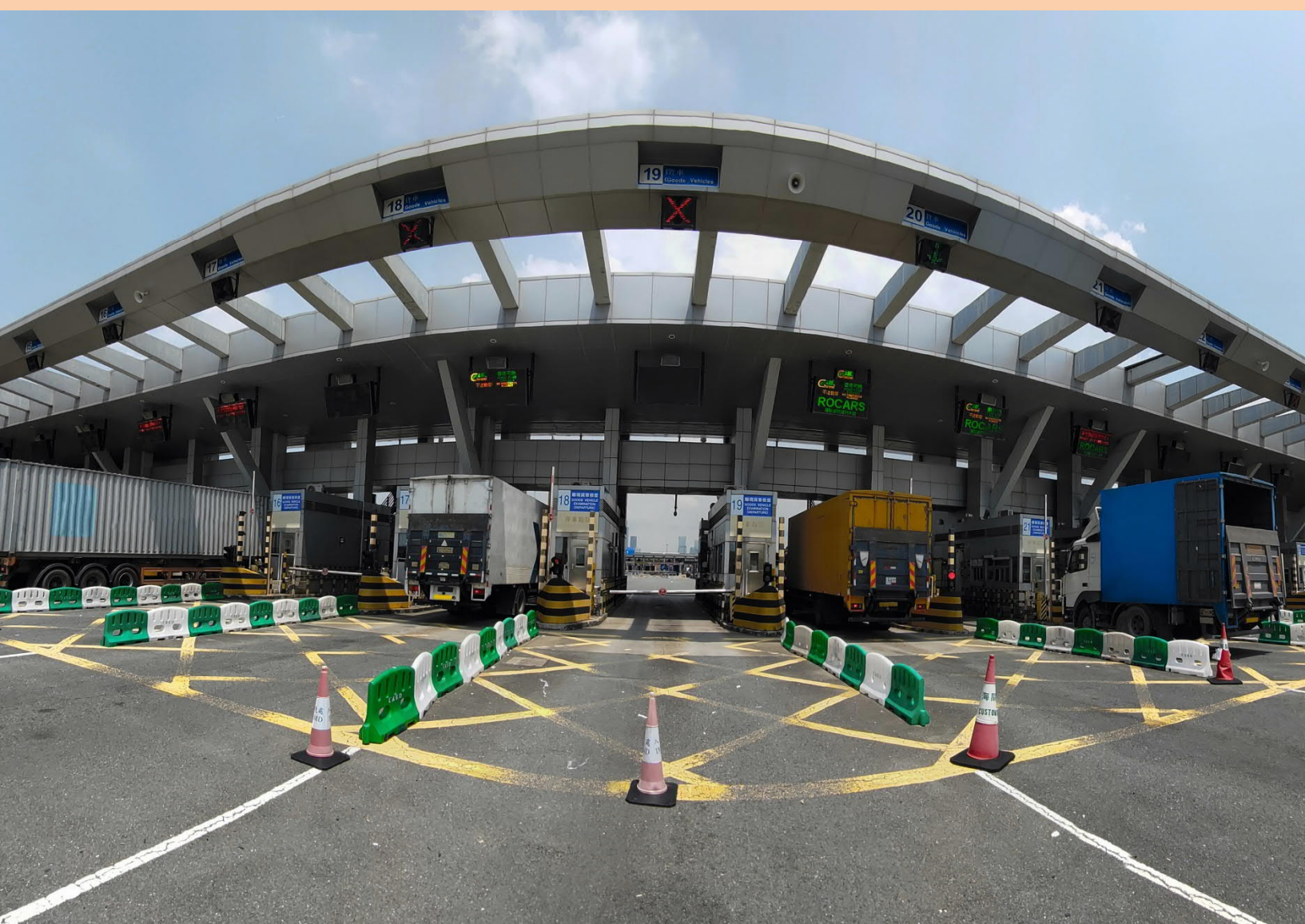
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1

引言 Introduction



1.1 背景

本報告旨在闡述於二零二一年進行的「二零二一年跨界旅運統計調查」(即二零二一年統計調查)的主要結果。

規劃署自一九九九年開展一系列的統計調查，在適當時候搜集有關跨界旅運及旅客特徵的統計資料，以充份瞭解跨界旅運的情況，這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。過往十次的統計調查，分別於一九九九年、二零零一年、二零零三年、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、二零一五年及二零一七年進行。有關「跨界旅運統計調查」的詳細資料，請參閱附錄一。

規劃署於二零二一年一月委託公司進行新一輪跨界旅運統計調查(簡稱統計調查)，以獲取跨界旅運的最新情況。然而，在二零一九冠狀病毒病疫情下，大部分管制站均暫停或是只維持有限度的服務。統計調查的樣本數量及所涵蓋的範圍，因而需要作相應調整，主要涵蓋貨車行程及在特定管制站的旅客行程。數據搜集工作於二零二一年八月至十二月以面談訪問方式進行。

儘管在疫情期間跨界旅運情況非常特殊，貨車行程在二零二一年年中已大致恢復正常。同時，亦值得於二零二一年統計調查內記錄旅客行程，以提供一個跨界旅運實際情形的概況，以供日後參考。

1.1 Background

This report presents the main findings of the Cross-boundary Travel Survey 2021 (namely the 2021 Survey) conducted in 2021.

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 at appropriate time. The previous ten rounds of the survey were conducted in 1999, 2001, 2003, 2006, 2007, 2009, 2011, 2014, 2015 and 2017. Please refer to Appendix 1 for more details about the Cross-boundary Travel Survey.

The Planning Department commissioned a new round of Cross-boundary Travel Survey (the Survey) in January 2021 with a view to obtaining a more up-to-date picture of cross-boundary traffic. However, under the Coronavirus Disease 2019 (COVID-19) pandemic situation, most of the control points were either closed or only maintained limited services. The sample sizes and survey scope were thus adjusted accordingly, mainly to cover goods vehicle trips and passenger trips at particular control points. Data collection via face-to-face interviews were conducted from August to December 2021.

Despite the very special cross-boundary travel pattern during the pandemic, goods vehicle trips more or less resumed normal in mid-2021. Meanwhile, it is also considered worth documenting the passenger trips in the 2021 Survey to provide a snap shot on the actual cross-boundary travel situation for future reference.

Introduction

1.2 二零一九冠狀病毒病疫情下的跨境旅運

根據原有的計劃，是次統計調查是於二零二零年進行，以取得三個新落成的管制站（包括二零一八年啟用的高鐵西九龍管制站和港珠澳大橋管制站及二零二零年啟用的香園圍管制站）啟用後的最新跨界交通狀況。

然而，自二零二零年年初二零一九冠狀病毒病開始在本港肆虐。因應這樣情況，香港特別行政區政府向抵港人士實施各項邊境防控措施（包括檢疫措施），建立抗疫屏障從而堵截輸入個案。只有香港國際機場管制站、深圳灣管制站及港珠澳大橋管制站繼續為往來香港及內地和往來香港及其他地方的旅客（包括香港居民）提供恆常的旅客清關服務。而羅湖、落馬洲支線、落馬洲、文錦渡、沙頭角、高鐵西九龍、紅磡、中國客運碼頭、屯門客運碼頭及港澳客輪碼頭的管制站亦已暫停服務。

1.2 Cross-boundary Travel under Coronavirus Disease 2019

It was originally planned to conduct this survey in 2020 to capture the latest cross-boundary traffic flow pattern after opening of three new control points (including the Express Rail Link West Kowloon Control Point and the Hong Kong-Zhuhai-Macao Bridge Control Point opened in 2018; as well as the Heung Yuen Wai Control Point in 2020).

However, Hong Kong started facing the COVID-19 pandemic since early 2020. In response to such situation, the Hong Kong Special Administrative Region (HKSAR) Government has implemented various border control measures (including quarantine measures) for inbound travellers in order to build an anti-epidemic barrier to prevent the importation of cases. Passengers - including Hong Kong residents - travelling between Hong Kong and the Mainland or between Hong Kong and other places have to use control points only at the Hong Kong International Airport, Shenzhen Bay and the Hong Kong-Zhuhai-Macao Bridge which continue to provide regular passenger clearance services. Services at the control points of Lo Wu, Lok Ma Chau Spur Line, Lok Ma Chau, Man Kam To, Sha Tau Kok, Express Rail Link West Kowloon, Hung Hom, China Ferry Terminal, Tuen Mun Ferry Terminal, and Macau Ferry Terminal have also been temporarily suspended.

由於對入境旅客實施防疫措施，跨界載客車輛行程及私家車行程數目自二零二零年年初大幅減少。另一方面，雖然跨界貨車司機受嚴格的防疫措施規管，但所有陸路貨物清關點在疫情下仍維持正常運作。

1.3 二零二一年統計調查的調查範圍

是次統計調查最終於二零二一年進行。在二零二一年，全部六個陸路管制站維持開放供貨車作跨界行程，而只有極少量私家車、過境巴士及穿梭巴士跨界行程使用深圳灣管制站及港珠澳大橋管制站。有鑑於此，二零二一年統計調查當中與車輛行程相關的涵蓋範圍亦只好限於交通流量與以往相若的貨車行程。

跨界旅客流量在二零一九冠狀病毒病疫情期間維持在極低的水平。雖然曾有計劃打算待更多管制站重新開放而旅客流量有所提升時才進行旅客行程的訪問，但二零二一整年的情況卻維持相若。因此，最終的決定是在二零二一年十二月於兩個陸路管制站（深圳灣及港珠澳大橋）進行旅客行程的訪問，收集跨界旅客行程的資料。

Due to the implementation of anti-epidemic measures on inbound travelers, the number of cross-boundary passenger vehicle trips and private cars trips also largely reduced since early 2020. On the other hand, despite that stringent epidemic prevention measures were imposed on cross-boundary goods vehicle drivers, all land-based cargo clearance points maintained normal operation during the pandemic.

1.3 Scope of the 2021 Survey

The Survey was eventually conducted in 2021. While all six land-based control points remained open in 2021 for goods vehicles for cross-boundary travel, only the Shenzhen Bay and the HK-Zhuhai-Macao Bridge Control Points were opened for private cars, coach and shuttle bus for cross-boundary travel with extremely low traffic flow. As such, the 2021 Survey in connection to vehicle trips has then confined its scope to cover only goods vehicle trips which has traffic flow comparable to previous level.

During the COVID-19 pandemic, cross-boundary passenger traffic was maintained at an extremely low level. Although there were plans to wait for the re-opening of more control points with higher passenger flows for conducting the enumeration on passenger trips, the situation remained similar throughout 2021. It was finally decided to conduct the enumeration on passenger trips in December 2021, with information on cross-boundary passenger trips collected at the two land-based control points (Shenzhen Bay and Hong Kong-Zhuhai-Macao Bridge) only.

Introduction

1.4 特別註釋

二零二一年的統計調查是以兩個獨立部分進行，在不同時期進行統計調查訪問：第一部分是貨車行程，在六個陸路管制站進行（訪問期由二零二一年八月二十二日至二零二一年九月十八日）；第二部分是旅客行程，在兩個陸路管制站進行（訪問期由二零二一年十一月十五日至二零二一年十二月十二日）。兩部分的外勤工作均為期四星期，有別於過往統計調查為期兩星期的統計調查期。

除特別註明外，本報告所列出的按年數字皆指在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。

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二零二一年統計調查的結果。

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。

有「#」標示代表數字少於 50 或百分率少於 0.05%。

有「N.A.」標示代表不適用。

1.4 Special Notes

The 2021 Survey was conducted in two separate parts with different survey periods: the first part for goods vehicle trips (fieldwork from 22 August 2021 to 18 September 2021) at six land-based control points; and the second part for passenger trips (fieldwork from 15 November 2021 to 12 December 2021) at two land-based control points. Fieldworks of both parts were conducted in a four-week survey period, instead of two-week survey period as in previous surveys.

Unless otherwise specified, all figures presented in this report for a particular year refer to the 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.

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

If no reference year is specified, the figures presented in this report refer to those of the 2021 Survey.

All figures are rounded to the nearest hundred. Figures in the tables may not add up to totals due to rounding. Percentages are compiled on the basis of unrounded figures.

The “#” mark represents number less than 50 or percentage less than 0.05%.

The “N.A.” mark represents not applicable.

2

往來香港及內地的貨車行程 Goods Vehicle Trips between Hong Kong and the Mainland



Goods Vehicle Trips between Hong Kong and the Mainland

2.1 貨車行程統計數字摘要

Summary Statistics for Goods Vehicle Trips

	2017 統計調查 Survey	2021 統計調查 Survey
按車輛類型劃分的往來香港及內地的平均每日貨車車次 Average daily goods vehicle trips between Hong Kong and the Mainland by vehicle type	21 300	17 800
貨櫃車 Container truck	10 000	7 100
貨車（貨櫃車除外） Goods vehicle (other than container truck)	11 200	10 700
中、重型貨車 <i>Heavy and medium goods vehicle</i>	9 800	9 200
輕型貨車 <i>Light goods vehicle</i>	1 000	1 000
小型貨車 <i>Goods van</i>	400	500
按管制站劃分貨車車次的百分比 Percentage of goods vehicle trips by control point		
深圳灣管制站 Shenzhen Bay Control Point (SZB)	16.0%	43.2%
落馬洲管制站 Lok Ma Chau Control Point (LMC)	59.2%	28.0%
文錦渡管制站 Man Kam To Control Point (MKT)	20.2%	12.7%
香園圍管制站 Heung Yuen Wai Control Point (HYW)	N.A.	9.4%
沙頭角管制站 Sha Tau Kok Control Point (STK)	4.6%	4.3%
港珠澳大橋管制站 Hong Kong-Zhuhai-Macao Bridge Control Point (HZMB)	N.A.	2.4%

2.2 概覽

跨界貨車行程是指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。

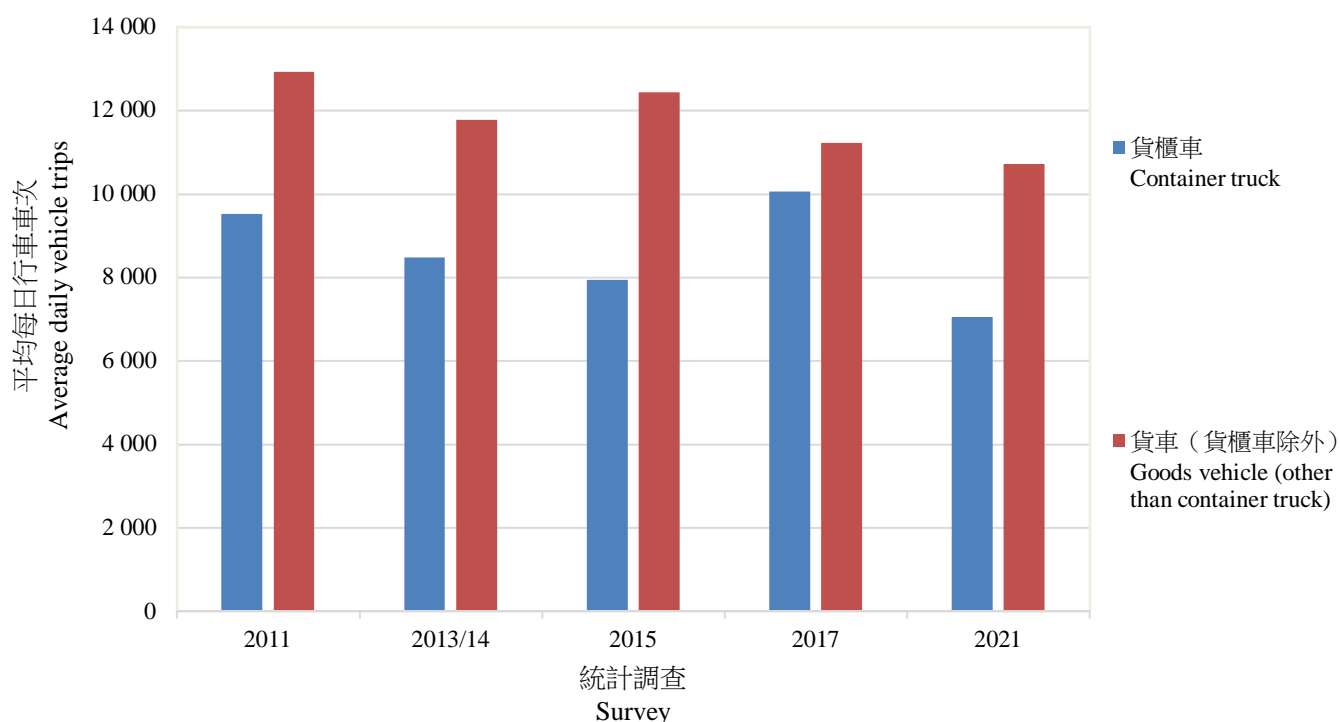
由於季節性的波動以及業務週期的變化，在統計調查期內所錄得的平均每日跨界車輛行程車次，未必能夠反映有關年度全年的平均每日數字。

2.2 Overview

Cross-boundary goods vehicle trips refer to the movements of 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 then analysed with respect to the loading condition of the vehicles as well as trip end of the trips.

Due to seasonal fluctuations and variations over operating cycles for businesses, the number of average daily cross-boundary vehicle trips observed during the survey period may not be representative of the situation for the whole year.

圖 2.1 : 按車輛類型劃分的往來香港及內地的平均每日貨車車次
Chart 2.1 : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Vehicle Type



Goods Vehicle Trips between Hong Kong and the Mainland

在二零二一年為期四星期的統計調查期內，在六個管制站雙向合共錄得平均每日跨界貨車車次為 17 800 車次，較二零一七年的平均每日 21 300 車次下跌 16.5%。而貨櫃車行程數目錄得 29.8% 的跌幅，由二零一七年的平均每日 10 000 車次下跌至二零二一年的 7 100 車次。貨車（貨櫃車除外）行程數目由二零一七年的平均每日 11 200 車次下跌至二零二一年的 10 700 車次。（表 2.1）

抵港行程和離港行程分別以星期四和星期五為高峰期，平均每日分別達 10 600 車次及 10 400 車次。而抵港及離港行程均在星期日錄得最少車次，平均每日分別為 4 000 車次及 3 900 車次。（表 2.2）

2.3 貨車類型

在統計調查記錄平均每日 17 800 車次的貨車行程中，中、重型貨車仍然佔最大比重達 52.0%，其次是貨櫃車（39.7%）。在所有貨車行程中，小型貨車和輕型貨車只佔 8.3%。

以貨車行程中所佔的比重而言，中、重型貨車的比重由二零一七年的 46.2% 上升至二零二一年的 52.0%。反之，貨櫃車所佔的比重在同期由 47.2% 下跌至 39.7%。（表 2.3）

During the four-week survey period in 2021, there was an average daily total of 17 800 cross-boundary goods vehicle trips made through the six control points for the two directions, representing a decrease of 16.5% of cross-boundary goods vehicle trips as compared with the average daily of 21 300 cross-boundary trips recorded in 2017. The number of container truck trips recorded a decrease of 29.8% from an average daily of 10 000 in 2017 to 7 100 in 2021. On the other hand, the number of goods vehicle (other than container truck) trips decreased from an average daily of 11 200 in 2017 to 10 700 in 2021. (Table 2.1)

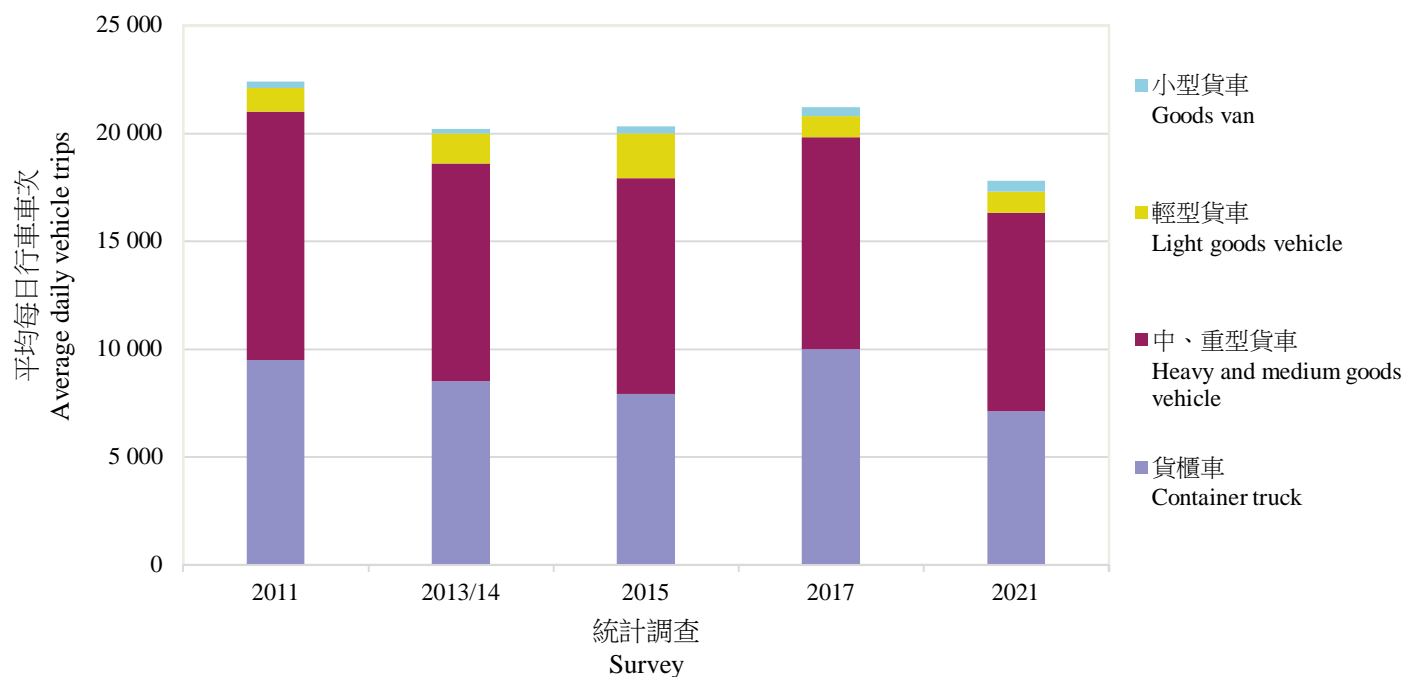
Daily peaks were found on Thursday for arrival trips and Friday for departure trips, with a daily average of 10 600 trips and 10 400 trips respectively. The lowest number of trips was recorded on Sunday for both arrival and departure trips, with the daily averages at 4 000 trips and 3 900 trips respectively. (Table 2.2)

2.3 Goods Vehicle Type

Out of these average daily of 17 800 goods vehicle trips recorded in the Survey, heavy and medium goods vehicle trips remained to have the largest share of the goods vehicle trips at 52.0%, followed by container truck trips at 39.7%. Goods van and light goods vehicle trips only consisted of 8.3% of all goods vehicle trips.

In terms of share among goods vehicle trips, heavy and medium goods vehicle trips increased from 46.2% in 2017 to 52.0% in 2021. On the contrary, container truck trips decreased from 47.2% to 39.7% over the same period. (Table 2.3)

圖 2.2 : 按車輛類型劃分的往來香港及內地的平均每日貨車車次
 Chart 2.2 : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Vehicle Type



2.4 所用管制站

此統計調查首次涵蓋兩個新啟用的陸路管制站（港珠澳大橋管制站及香園圍管制站），它們分別於二零一八年十月二十四日及二零二零年八月二十六日啟用。

2.4 Control Point Used

Two new land-based control points (Hong Kong-Zhuhai-Macao Bridge Control Point and Heung Yuen Wai Control Point), which were opened on 24 October 2018 and 26 August 2020 respectively, were first time covered in the Survey.

Goods Vehicle Trips between Hong Kong and the Mainland

在二零二零年年底至二零二一年年初，有分流貨車使用不同管制站的策略性措施推出。為減少跨界貨車對深圳市中心帶來潛在不利的環境影響和交通問題，深圳政府制定了一項道路基建框架，以「東進東出，西進西出」的概念實施以下措施：

- 由二零二零年十二月十日起，深圳灣管制站提供 24 小時服務；
- 由二零二一年二月十日起，落馬洲管制站只限載貨貨車使用，即空載貨車必須使用其他管制站；及
- 由二零二一年二月十日起，文錦渡管制站僅供運載鮮活食品的跨界貨車使用，運載非鮮活食品的跨界貨車須使用其他管制站。

由於上述措施，落馬洲管制站的車輛流量有所銳減，同期深圳灣管制站及香園圍管制站的車流量則逐步提升。在二零一七年至二零二一年間，使用深圳灣管制站的平均每日貨車行程上升超過一倍（由二零一七年的 3 400 車次上升至二零二一年的 7 700 車次，升幅達 125.7%）。反之，使用其他管制站的平均每日貨車行程數目下跌，尤其是落馬洲管制站（由二零一七年的平均每日 12 600 車次下跌 60.5% 至二零二一年的 5 000 車次）和文錦渡管制站（從平均每日 4 300 車次下跌 47.3% 至 2 300 車次）均急劇下降。

Strategic measures were introduced in late 2020 to early 2021 to divert the traffic flow of goods vehicle crossing different control points. To reduce the potential adverse environmental impacts and traffic problems due to the cross-boundary goods vehicles on Shenzhenshi city centre, Shenzhen Authority formulated a road infrastructure framework following the “ East in East out, West in West out ” concept and implemented the following measures:

- Shenzhen Bay Control Point has offered 24 hour services starting from 10 December 2020;
- Lok Ma Chau Control Point has been restricted to loaded goods vehicles starting from 10 February 2021, i.e. empty trucks have to use other control points instead of Lok Ma Chau Control Point; and
- Man Kam To Control Point has been restricted to goods vehicles containing fresh foods starting from 10 February 2021, i.e. goods vehicles not carrying fresh foods have to use other control points instead of Man Kam To Control Point.

As a result of the above measures, sharp drop in traffic flow in Lok Ma Chau Control Point has been shown alongside with the picking up of flow in Shenzhen Bay Control Point and Heung Yuen Wai Control Point. The average daily number of goods vehicle trips using Shenzhen Bay Control Point increased by more than double (from an average daily of 3 400 trips in 2017 to 7 700 trips in 2021, rise of 125.7%). On the contrary, the average daily trips using other control points declined particularly for Lok Ma Chau Control Point (from an average daily of 12 600 trips in 2017 to 5 000 trips in 2021, dropped by 60.5%) and Man Kam To Control Point (from an average daily of 4 300 to 2 300, dropped by 47.3%)

深圳灣管制站成為最常採用的管制站，平均每日常貨車行程中超過五分之二是通過該管制站，其次是落馬洲管制站(28.0%)及文錦渡管制站(12.7%)。兩個新啟用的管制站的使用率仍然偏低，在統計調查期間，香園圍管制站平均每日常有1 700車次，港珠澳大橋管制站平均每日常有400車次，分別相當於所有貨車行程的9.4%和2.4%。

Shenzhen Bay Control Point became the most popular with over two-fifth of average daily goods vehicle trips passing through this control point, followed by Lok Ma Chau Control Point (28.0%) and Man Kam To Control Point (12.7%). Usage of those two new control points was still on the low side. During the survey period, there were an average daily of 1 700 trips for Heung Yuen Wai Control Point and 400 trips for Hong Kong-Zhuhai-Macao Bridge Control Point, equivalent to 9.4% and 2.4% respectively of all goods vehicle trips.

二零二一與二零一七年比較

按管制站劃分的往來香港及內地的平均每日常貨車車次

Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Control Point Comparison between 2021 and 2017

管制站 Control Point	平均每日常貨車車次 Average Daily Goods Vehicle Trips		
	2021 統計調查 Survey	2017 統計調查 Survey	變動百分比 % Change
落馬洲 Lok Ma Chau	5 000 (28.0%)	12 600 (59.2%)	-60.5%
文錦渡 Man Kam To	2 300 (12.7%)	4 300 (20.2%)	-47.3%
沙頭角 Sha Tau Kok	800 (4.3%)	1 000 (4.6%)	-23.0%
深圳灣 Shenzhen Bay	7 700 (43.2%)	3 400 (16.0%)	125.7%
香園圍 Heung Yuen Wai (於2020年8月26日開始啟用) (commenced on 26 August 2020)	1 700 (9.4%)	N.A.	N.A.
港珠澳大橋 Hong Kong-Zhuhai-Macao Bridge (於2018年10月24日開始啟用) (commenced on 24 October 2018)	400 (2.4%)	N.A.	N.A.
總計 Total	17 800(100.0%)	21 300(100.0%)	-16.5%

註釋：括號內數字代表個別管制站在總計中的比重。

Note: Figures in brackets represent the share of individual control points in the total.

Goods Vehicle Trips between Hong Kong and the Mainland

2.5 載貨情況

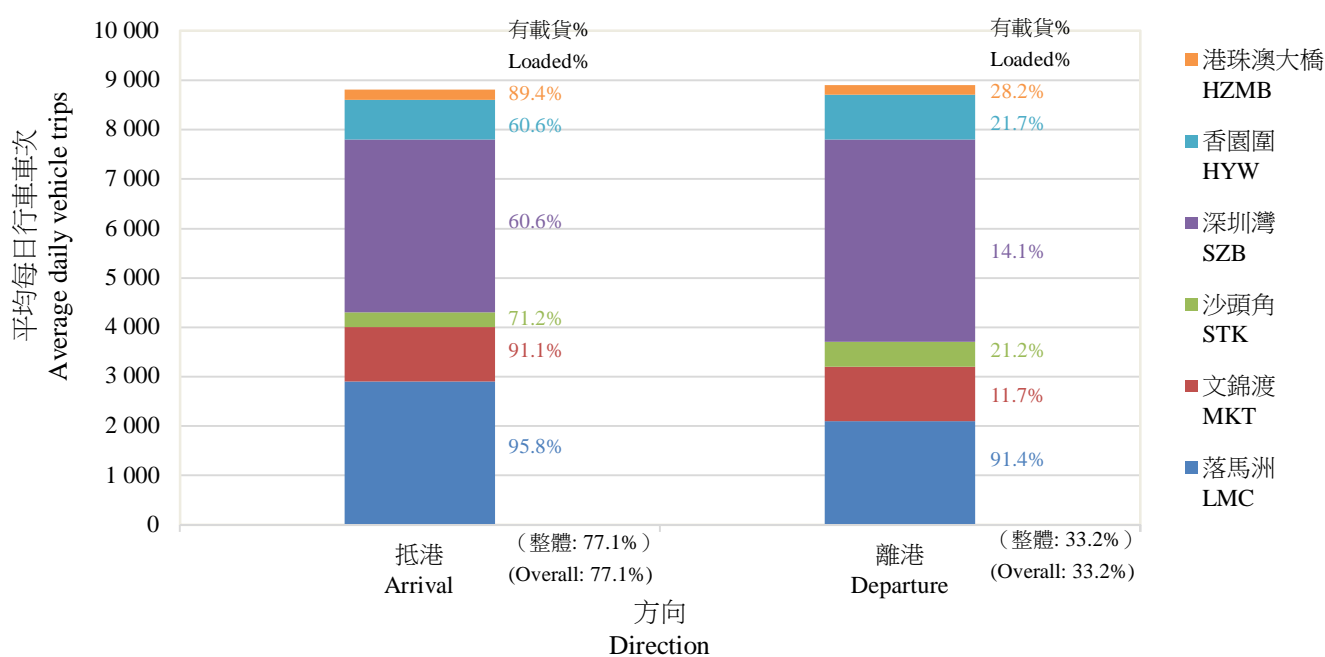
按行程方向分析，抵港貨車行程的載貨比例普遍較高（抵港行程有載貨的達 77.1%，相對離港行程中有載貨的 33.2%）。有載貨的抵港行程比例由深圳灣管制站最低的 60.6% 至落馬洲管制站最高的 95.8% 不等。至於離港行程，有載貨行程比例一般介乎 11.7% 至 28.2%，惟落馬洲管制站除外，為 91.4%。

2.5 Loading Condition

Based on flow direction, arrival goods vehicle trips generally had higher proportion of loaded trips (77.1% loaded arrival trips versus 33.2% loaded departure trips). Proportion of loaded arrival trips ranged from the lowest of 60.6% in Shenzhen Bay Control Point to the highest of 95.8% in Lok Ma Chau Control Point. As for departure trip, the proportion of loaded trip generally ranged from 11.7% to 28.2%, with the only exception of 91.4% for Lok Ma Chau Control Point.

圖 2.3：二零二一年按方向及所用管制站劃分的往來香港及內地的平均每日貨車車次及有載貨的百分比

Chart 2.3: Average Daily Goods Vehicle Trips between Hong Kong and the Mainland and Load Percentage by Direction and Control Point Used in 2021



二零二一年與二零一七年比較，使用落馬洲管制站的有載貨貨車行程比例由二零一七年的 62.7% 大幅上升至二零二一年的 94.0%。使用沙頭角管制站的相應比例亦由二零一七年的 26.9% 上升至二零二一年的 39.7%。（表 2.4）

Comparing 2021 with 2017, it was observed that the proportion of loaded goods vehicle trips in the Lok Ma Chau Control Point increased greatly from 62.7% in 2017 to 94.0% in 2021; and that in the Sha Tau Kok Control Point also rose from 26.9% in 2017 to 39.7% in 2021. (Table 2.4)

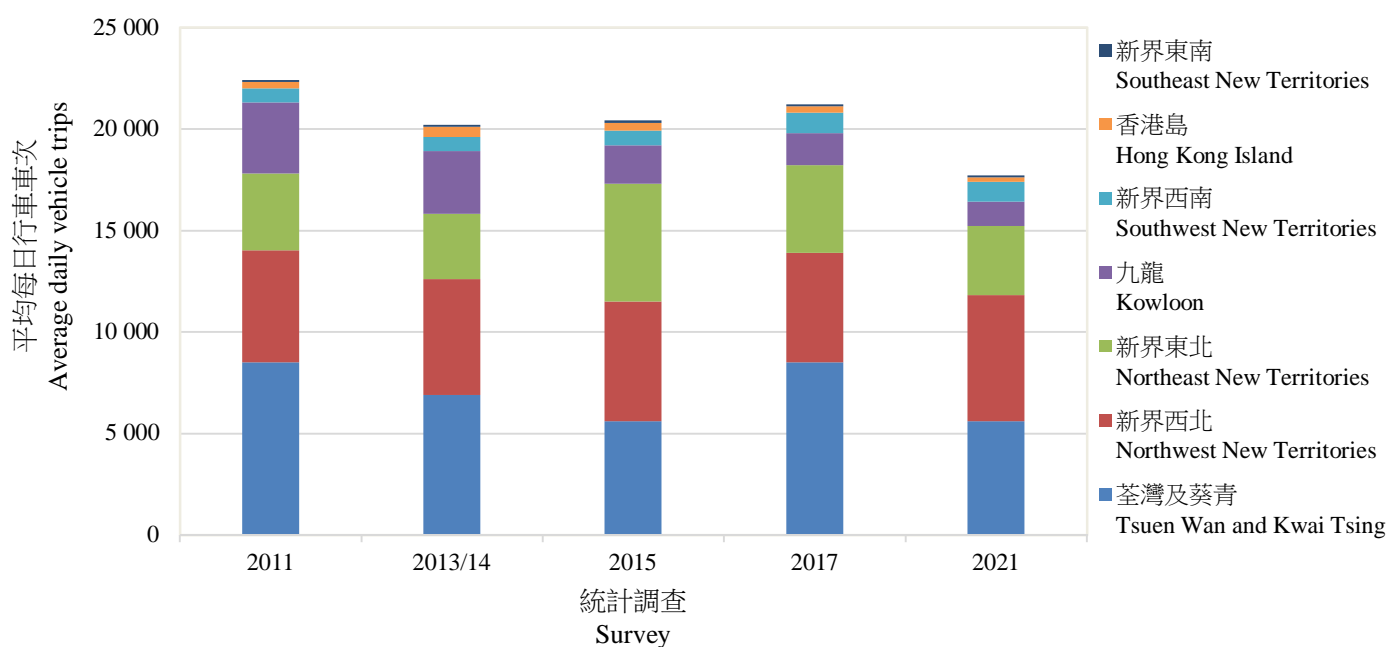
2.6 在香港的起訖點

由二零一一年至二零二一年，新界西北、荃灣及葵青和新界東北一直是往來香港及內地貨車行程中首三個位於香港的起訖點，分別佔二零二一年貨車行程的 35.1%、31.3% 及 19.3%。然而，以荃灣及葵青為起訖點的行程百分比，由二零一七年的 40.2% 下跌至二零二一年的 31.3%，而新界西北部的百分比則錄得升幅，由二零一七年的 25.4% 上升至二零二一年的 35.1%。(表 2.5)

2.6 Trip End in Hong Kong

The top three trip ends of goods vehicle trips between Hong Kong and the Mainland were the same from 2011 to 2021, viz. Northwest New Territories, Tsuen Wan and Kwai Tsing and Northeast New Territories, taking up 35.1%, 31.3% and 19.3% respectively of all goods vehicle trips in 2021. However, the percentage of trips ending in Tsuen Wan and Kwai Tsing registered a decline from 40.2% in 2017 to 31.3% in 2021, while the percentage in Northwest New Territories recorded an increase from 25.4% in 2017 to 35.1% in 2021. (Table 2.5)

圖 2.4：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
Chart 2.4 : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Trip End in Hong Kong



Goods Vehicle Trips between Hong Kong and the Mainland

2.7 在內地的起訖點

深圳仍是往來香港及內地貨車行程最普遍的內地起訖點，其比重由二零一七年的 60.6% 上升 11.0 百分點至二零二一年的 71.6%。這飆升可能是由於在二零一九冠狀病毒病疫情下，有以下到訪深圳的特殊行程目的所致：

- 為進行二零一九冠狀病毒病核酸檢測；及
- 為控制疫情，在二零一九冠狀病毒病疫情期間，前往指定地點將貨車交給內地司機繼續剩餘的行程前往目的地。

雖然遠較深圳的比重為低，但東莞仍是貨車行程第二普遍的起訖點。與深圳有所不同，其比重由二零一七年的 24.7%，下跌 8.9 個百分點至二零二一年 15.7%。（表 2.6）

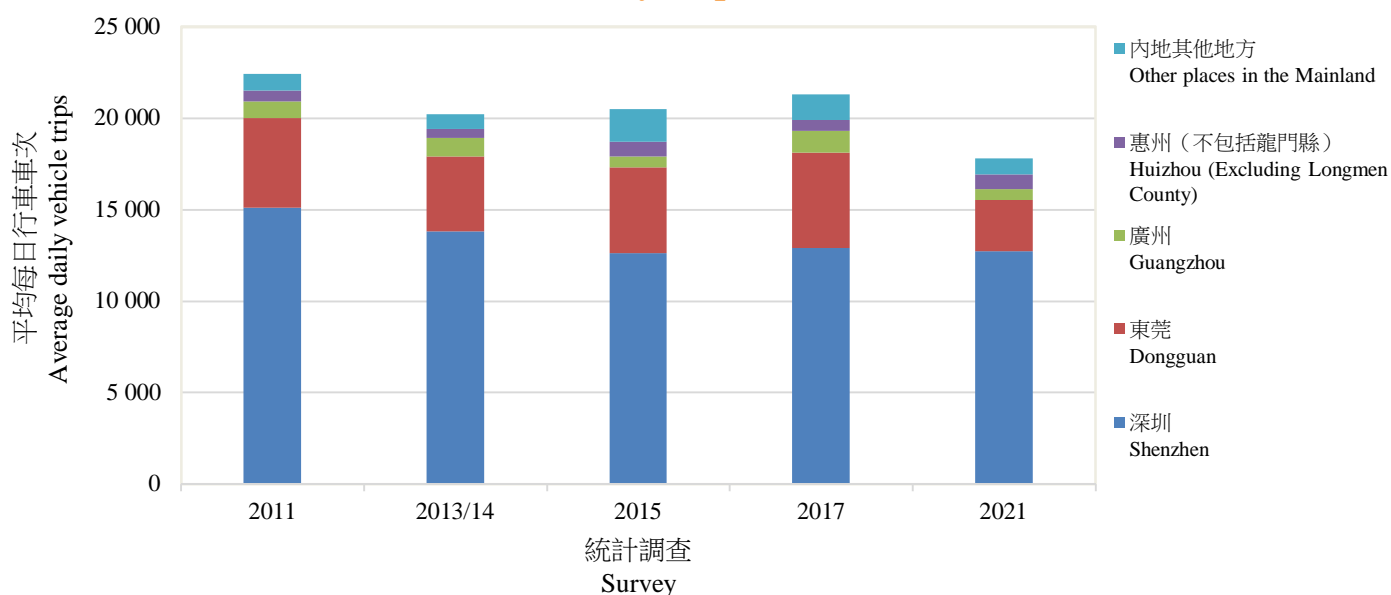
2.7 Trip End in the Mainland

Shenzhen continued to be the most common trip end in the Mainland for goods vehicle trips between Hong Kong and the Mainland, with its share increased by 11.0 percentage points to 71.6% in 2021 compared to 60.6% in 2017. The sharp increase might be caused by the following special trip purposes to Shenzhen under the COVID-19 pandemic situation:

- for conducting COVID-19 nucleic acid testing; and
- for going to designated sites to surrender the goods vehicles to Mainland drivers to continue with the remaining trip to the destination for the sake of control under COVID-19 situation.

Dongguan was the second most common trip end for goods vehicle trips, although it accounted for a remarkably smaller proportion of trips compared to Shenzhen. Unlike Shenzhen, there was a decrease of 8.9 percentage points in its share to 15.7% in 2021, compared to 24.7% in 2017. (Table 2.6)

圖 2.5：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
Chart 2.5 : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Trip End in the Mainland



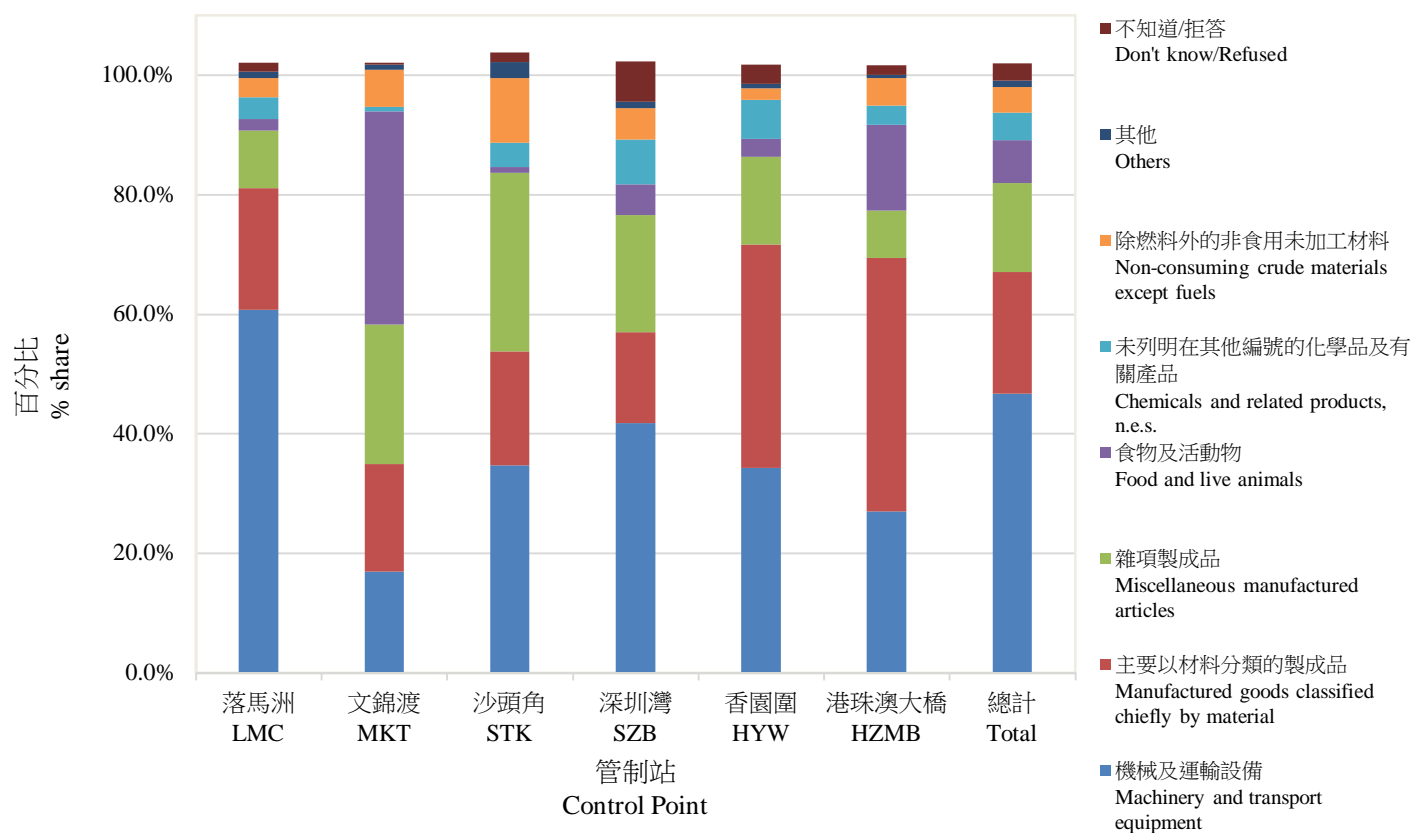
2.8 載貨

按貨車行程所運載的貨品種類分析，最常運載的是機械及運輸設備（46.7%），其次是以材料分類的製成品（20.3%）和雜項製成品（14.9%）。基於食物安全控制，部分食品（即肉類、家禽、蛋類和蔬菜）只可使用文錦渡管制站從內地陸路進口，因此運載食物及活體動物的貨車車輛在文錦渡管制站所佔百分比特別高，達35.7%。（表2.8）

2.8 Goods Carried

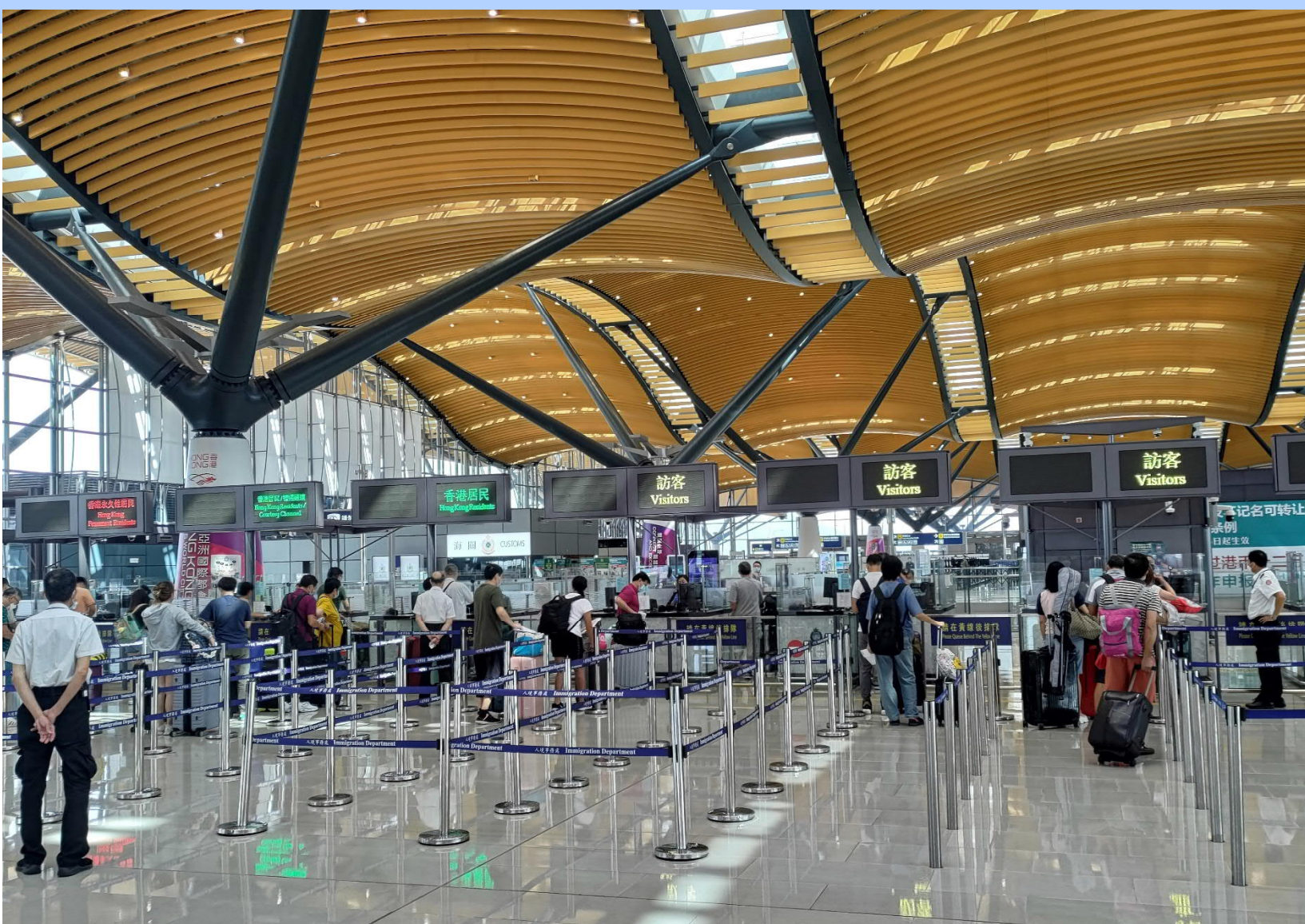
Analysed by type of commodity carried in the goods vehicle trips, machinery and transport equipment came first (46.7%), followed by manufactured goods classified chiefly by material (20.3%) and miscellaneous manufactured articles (14.9%). As certain types of foods (i.e. meat, poultry, eggs and vegetables) imported by road from the Mainland were only allowed to use Man Kam To Control Point for the sake of food safety control, the percentage of goods vehicles carrying foods and live animals was especially high for Man Kam To Control Point, at 35.7%. (Table 2.8)

圖 2.7：二零二一年按貨品類型及所用管制站劃分的往來香港及內地的平均每日貨車行程的百分比
Chart 2.7 : Percentage in Average Daily Goods Vehicle Trips by Type of Commodity Carried and Control Point Used in 2021



3

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



3.1 旅客行程統計數字摘要*

Summary Statistics for Passenger Trips*

	2017 統計調查 Survey	2021 統計調查 Survey
平均每日跨界旅客人次 Average daily cross-boundary passenger trips	720 000	2 100
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	666 700	2 000
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	53 300	100
按旅客類型劃分往來香港及內地旅客人次的百分比 Percentage of passenger trips between Hong Kong and the Mainland by passenger type		
居於香港人士 People Living in Hong Kong	48.0%	63.3%
居於內地的香港居民 Hong Kong Residents Living in the Mainland	17.5%	25.4%
來自內地的旅客 Visitors from the Mainland	32.5%	10.4%
居於其他地方人士 People Living in Other Places	2.0%	0.8%

* 二零二一年的跨界客運量受二零一九冠狀病毒病疫情嚴重影響，故此二零二一年的數字不宜與二零一七年直接比較。
Cross-boundary passenger traffic in 2021 was severely affected by the COVID-19 pandemic. Figures of 2021 should not be compared directly to those of 2017.

Passenger Trips between Hong Kong and the Mainland

3.2 二零一九冠狀病毒病疫情下的跨境旅客旅運

香港面對二零一九冠狀病毒病疫情，確診病例於二零二零年一月下旬首次出現。此後，香港特別行政區政府對入境旅客採取了各種邊境管制措施，以盡量減少過境人流及疾病輸入香港的風險。

3.2.1 旅客清關服務

在旅客清關方面，以下管制站的服務已於二零二零年初暫停：

- 高鐵西九龍、紅磡、文錦渡、沙頭角及中國客運碼頭（由二零二零年一月三十日起）；及
- 羅湖、落馬洲支線、落馬洲及港澳碼頭（由二零二零年二月四日起）。

同時，除香港國際機場為空運旅客提供服務外，在統計調查期間以下兩個陸路管制站只維持有限度旅客清關服務：

- 深圳灣管制站（上午十時至晚上十時）
- 港珠澳大橋管制站（上午十時至晚上八時）

3.2 Cross-boundary Passenger Travel under the Coronavirus Disease 2019

Hong Kong faced the COVID-19 pandemic with confirmed cases first recorded in late January 2020. Since then, the HKSAR Government has introduced various border control measures for inbound travelers to reduce as much as possible the flow of people across the border and the risk of the disease being imported to Hong Kong.

3.2.1 Passenger Clearance Services

As regards passenger clearance, services at the following control points have been temporarily suspended since early 2020:

- Express Rail Link West Kowloon, Hung Hom, Man Kam To, Sha Tau Kok and China Ferry Terminal (starting from 30 January 2020); and
- Lo Wu, Lok Ma Chau Spur Line, Lok Ma Chau and Macau Ferry Terminal (starting from 4 February 2020).

Meanwhile, limited services at the following two land-based control points for passenger clearance are maintained in survey period, apart from Hong Kong International Airport for air passengers:

- Shenzhen Bay Control Point (from 10:00 am to 10:00 pm)
- Hong Kong-Zhuhai-Macao Bridge Control Point (from 10:00 am to 8:00 pm)

3.2.2 強制檢疫要求

除特定豁免類別，抵港人士須接受強制檢疫安排。在統計調查期間，「回港易」計劃和「來港易」計劃亦已推出，符合以下所有要求／條件的人士，可獲豁免強制檢疫：

- 完成二零一九冠狀病毒疫苗接種；
- 在入境前三天或入境當日取得的有效核酸檢測陰性證明；
- 屬於相關計劃下的指定居民類別；
 - 「回港易」計劃 - 從內地或澳門回港的香港居民
 - 「來港易」計劃 - 來自廣東省或澳門的非香港居民
- 在抵港前及抵港當日過去十四天內，未曾有任何被指定為暫時不適用於「回港易」計劃／「來港易」計劃的高危地區逗留；以及
- 成功預留有關計劃的名額（「來港易」計劃每個管制站每天 1 000 個名額；「回港易」計劃深圳灣每天 3 000 個名額，港珠澳大橋每天 2 000 個名額）；並於預訂指定日期及管制站入境香港。

然而，根據這些計劃回港的香港居民其後離港前往內地或澳門時，仍須遵守兩地現行的檢疫安排，亦需要持有內地或澳門指定檢疫酒店訂房證明。

3.2.2 Compulsory Quarantine Requirement

Compulsory Quarantine Arrangement has been imposed to persons arriving at Hong Kong, with specific exemption categories. During the survey period, Come2HK Travel Scheme and Return2hk Travel Scheme have been introduced under which exemption for compulsory quarantine was granted for those fulfilling all the following requirements / conditions:

- completed the COVID-19 vaccination process;
- proof of a valid negative nucleic acid test result which is obtained within 3 days prior to, or on the day of his/her entry into Hong Kong;
- belong to the specified types of residents under the respective schemes;
 - Return2hk Scheme - HK residents returning from the Mainland or Macao
 - Come2hk Scheme - non-Hong Kong residents coming from Guangdong Province or Macao
- not having stayed in any area being designated as at-risk places that are temporarily inapplicable under the Return2hk/Come2hk Scheme in the past 14 days prior to and upon the day of arrival in Hong Kong; and
- successfully reserved a quota under the respective Schemes (1 000 quotas per day for each control point for Come2HK Travel Scheme; 3 000 quotas per day for Shenzhen Bay and 2 000 quotas per day for Hong Kong-Zhuhai-Macao Bridge for Return2HK Travel Scheme); and coming to Hong Kong on the date and via the control point as specified in the booking.

However, Hong Kong residents returning to Hong Kong under these Schemes are still subject to the prevailing quarantine arrangements of the Mainland or Macao when they subsequently leave Hong Kong for the two places. One needs to have confirmation of room reservation in designated quarantine hotels in the Mainland or Macao.

Passenger Trips between Hong Kong and the Mainland

鑑於這些措施，跨界旅客行程需要漫長時間作準備，以及為在指定檢疫酒店住宿付出額外費用。雖然跨界旅客行程仍然可行，但旅客只會因為非常重要和關鍵的事情出行，並且逗留時間較長。旅程模式和行為與過往有很大差異。故此，在闡釋本報告中的二零二一年跨界旅運數字時要多加注意，不能與過往年份的數據作直接比較。

3.3 往來香港及內地的旅客行程

3.3.1 概覽

在二零一九冠狀病毒病疫情下，在二零二一年十二月的統計調查期內，平均每日有 2 100 人次經兩個陸路管制站（深圳灣及港珠澳大橋管制站）往來香港及內地／澳門，而二零一七年則是平均每日 72 萬人次。（表 3.1）

95.0% 的跨界旅客行程是往來香港及內地，5.0% 是往來香港及澳門，這分佈比例與已往相若。但由於澳門旅客行程樣本基數不足，本章節只會就往來內地旅客行程作進一步分析。（表 3.1）

Given all these measures, cross-boundary passenger trips require time-consuming preparation and extra expenses for accommodations in designated quarantine hotels. While cross-boundary passenger trips are still viable, they are made only for very important and critical issues and with longer duration of stay. Travel pattern and behavior become very different from that in the past. Hence, caution should be taken in interpreting the cross-boundary passenger statistics of 2021 presented in this report as they are not directly comparable to those of earlier years.

3.3 Passenger Trips between Hong Kong and the Mainland

3.3.1 Overview

Under the impact of COVID-19 pandemic, during the survey period in December 2021, there were an average daily of 2 100 passenger trips between Hong Kong and the Mainland / Macao made through the two land-based control points (Shenzhen Bay Control Point and Hong Kong-Zhuhai-Macao Bridge Control Point) in both directions, whereas the average daily trips in 2017 was 720 000. (Table 3.1)

95.0% of the cross-boundary passenger trips were made between Hong Kong and the Mainland whereas 5.0% were made between Hong Kong and Macao. Such split in passenger trips between the Mainland and Macao was at similar level to previous rounds. However, due to insufficient sample base for passenger trips to Macao, further analysis in this Chapter is made for passenger trips to the Mainland only. (Table 3.1)

3.3.2 所用管制站

在統計調查期間，只有兩個陸路管制站可供跨界旅客使用。較多跨界旅客選擇使用深圳灣管制站而非港珠澳大橋管制站（90.2%與9.8%之比）。（表 3.3）

3.3.3 交通工具類型

由於多個管制站暫停服務，邊界列車、過境巴士、渡輪及直通車在統計調查期間並沒有提供服務。鑑於跨界旅客流量極低，兩個管制站只提供有限度的公共交通支援。專營巴士／小巴／的士是最受歡迎的交通工具，佔往來香港及內地所有行程的 88.5%，只有 9.8% 的行程使用穿梭巴士（金巴）。（表 3.4）

3.3.4 旅客類型

往來香港及內地的旅客可按照常居地區分為不同組別，其分類請見附錄二。

在二零二一年，往來香港及內地的旅客行程中以居於香港人士佔比最大（63.3%），比率高於二零一七年（48.0%）。但就實際行程數目而言，平均每日出行的人次在二零一七年是 319 800 人次，而在二零二一年則是 1 300 人次。

3.3.2 Control Point Used

There were only two land-based control points available for cross-boundary passenger clearance during the survey period. Far more cross-boundary passenger trips used Shenzhen Bay Control Point instead of Hong Kong-Zhuhai-Macao Bridge Control Point (90.2% versus 9.8%). (Table 3.3)

3.3.3 Transport Mode

Boundary train, coach, ferry and through train were not available during the survey period due to service suspension of many control points. Given the extremely low cross-boundary passenger flow, only limited public transportation support was available to the two operating control points. Franchised bus/minibus/taxi was the most popular mode of transport and accounted for 88.5% of all trips between Hong Kong and the Mainland. A mere of 9.8% used shuttle bus (the Gold Bus). (Table 3.4).

3.3.4 Passenger Type

Passengers between Hong Kong and the Mainland are distinguished into different groups based on their usual place of residence. Please refer to Appendix 2 for the classification.

Trips made by *People Living in Hong Kong* made up the largest proportion of passenger trips between Hong Kong and the Mainland in 2021 (63.3%), higher than that in 2017 (48.0%). In absolute terms, the average daily number of trips they made were 319 800 in 2017 and 1 300 in 2021.

Passenger Trips between Hong Kong and the Mainland

居住在內地的香港居民的行程比例由二零一七年的 17.5% 上升至二零二一年的 25.4%，實際行程數目在二零一七年是平均每日 116 600 人次，而在二零二一年為 500 人次。

來自內地的旅客的行程比例由二零一七年的 32.5% 下跌至二零二一年的 10.4%，實際行程數目在二零一七年是平均每日 216 600 人次，而在二零二一年僅 200 人次。

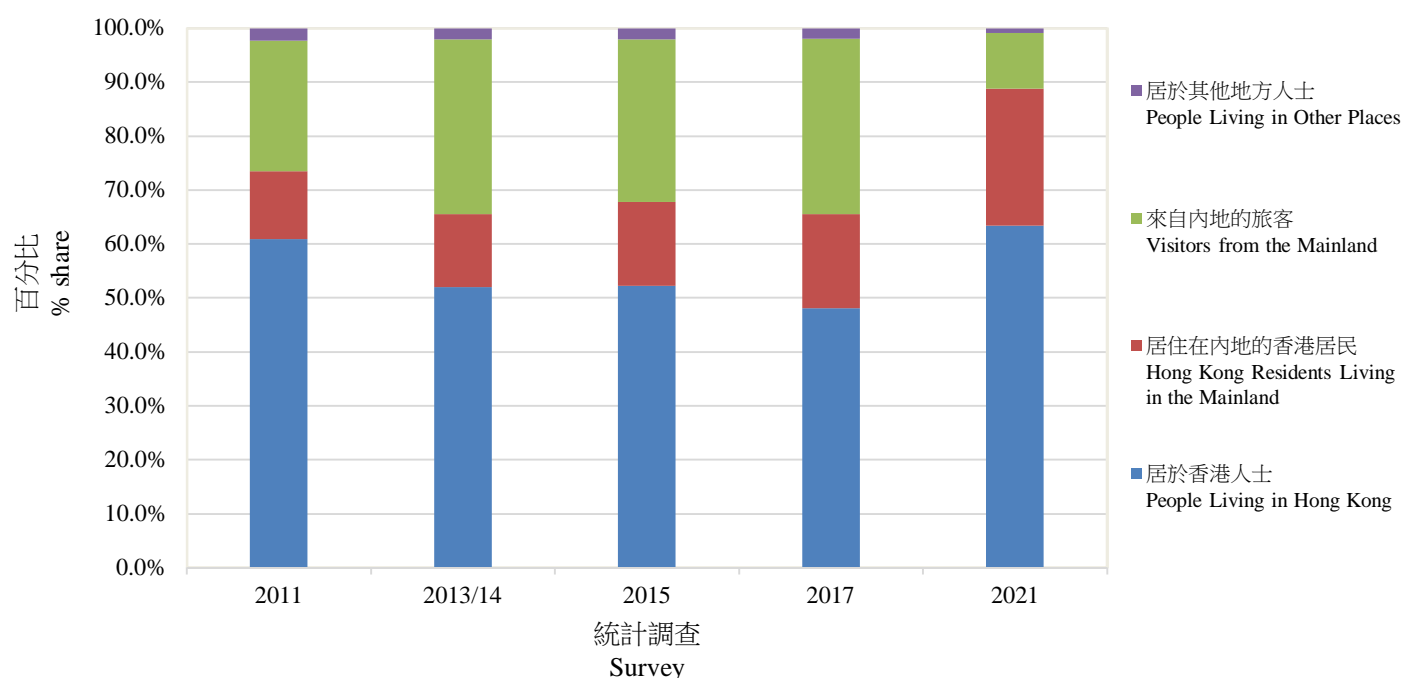
居於其他地方人士的行程比例從二零一七年的 2.0% 下跌到二零二一年的 0.8%，實際行程數目在二零一七年是平均每日 13 600 人次，而在二零二一年則不到 50 人次。(表 3.5)

The share of trips made by *Hong Kong Residents Living in the Mainland* increased from 17.5% in 2017 to 25.4% in 2021. In absolute terms, the average daily number of trips were 116 600 in 2017 and 500 in 2021.

The share of trips made by *Visitors from the Mainland* decreased from 32.5% in 2017 to 10.4% in 2021. In absolute terms, the average daily number of trips were 216 600 in 2017 and a mere of 200 in 2021.

The share of trips made by *People living in Other Places* decreased from 2.0% in 2017 to 0.8% in 2021. In absolute terms, the average daily number of trips were 13 600 in 2017 and less than 50 in 2021. (Table 3.5)

圖 3.1 : 按旅客類型劃分的往來香港及內地的每日平均旅客行程百分比
Chart 3.1 : Percentage Share of Average Daily Passenger Trips between Hong Kong and the Mainland by Passenger Type



3.3.5 旅客的年齡及性別分布

在二零二一年，56.2%的旅客行程為男性。女性所佔的比例從二零一七年的 44.4% 輕微下降至二零二一年的 43.8%。

在二零二一年的旅客行程中，68.2% 為年齡介乎 25 至 54 歲的人士，而年輕旅客所佔的比例在二零二一年較低。（表 3.6）

3.3.6 居於香港人士的行程

往內地行程目的

過去多年，消閒一直是居於香港人士前往內地最常見的行程目的。在二零一七年，消閒行程比例是 45.7%，而在二零二一年則是 3.4%。探望親友及公幹則成為二零二一年最常見的行程目的（探望親友佔 55.4% 和公幹佔 21.9%）。（表 3.7）

3.3.5 Age-Sex Profile of the Trip Makers

56.2% of the trips were made by males in 2021. The share of female passenger trips showed a slight decline from 44.4% in 2017 to 43.8% in 2021.

68.2% of the trips were made by people aged 25 to 54 in 2021. The share of trips made by young passengers was lower in 2021. (Table 3.6)

3.3.6 Trips Made by People Living in Hong Kong

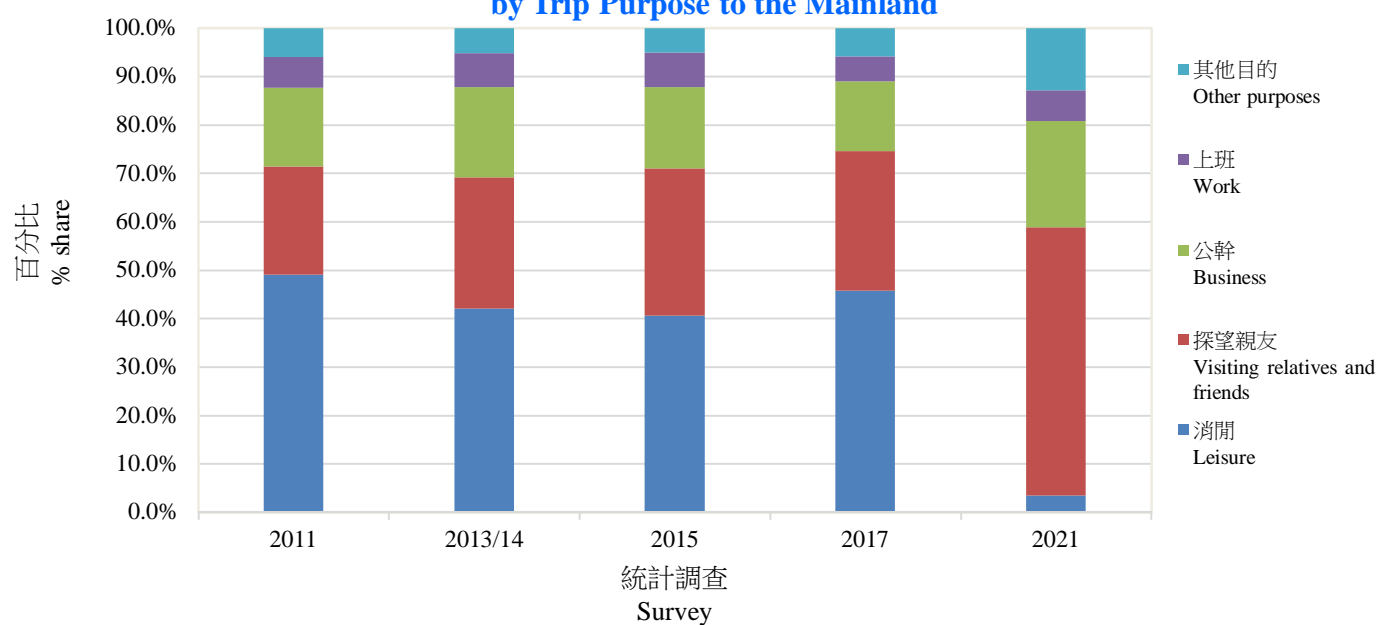
Trip Purpose to the Mainland

Throughout past years, leisure trips has been the most common purpose of *People Living in Hong Kong* for visiting the Mainland. The shares of leisure trips were 45.7% in 2017 and 3.4% in 2021. Visiting relatives and friends, and business then became the most common purposes in 2021 (55.4% for visiting relatives and friends and 21.9% for business). (Table 3.7)

Passenger Trips between Hong Kong and the Mainland

圖 3.2 : 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行程百分比

Chart 3.2 : Percentage Share of Average Daily Passenger Trips between Hong Kong and the Mainland made by People Living in Hong Kong by Trip Purpose to the Mainland



在內地的起訖點

居於香港人士的行程中，有 78.6% 的行程是到訪珠江三角洲地區，其中深圳仍是最普遍的目的地。在二零二一年，44.7% 往來香港及內地的行程（即平均每日 600 人次）是往來深圳。（表 3.8）

Trip End in the Mainland

78.6% of the trips made by *People Living in Hong Kong* for visiting places within the Pearl River Delta region. Within the region, Shenzhen remained as their most popular places of visit. In 2021, 44.7% of the trips between Hong Kong and the Mainland (or an average daily of 600 trips) were to or from Shenzhen. (Table 3.8).

3.3.7 居於內地的香港居民的行程

往香港的行程目的

在這類人士的所有行程中，探望親友佔 33.6%，公幹佔 13.3%，而上班佔 10.4%。值得注意的是在二零二一年，其他目的的行程卻佔相對較高的比例（41.2%）。在過往的調查中，**居於內地的香港居民**返回香港的主要目的是上學（二零一七年的 45.4%）。（表 3.9）

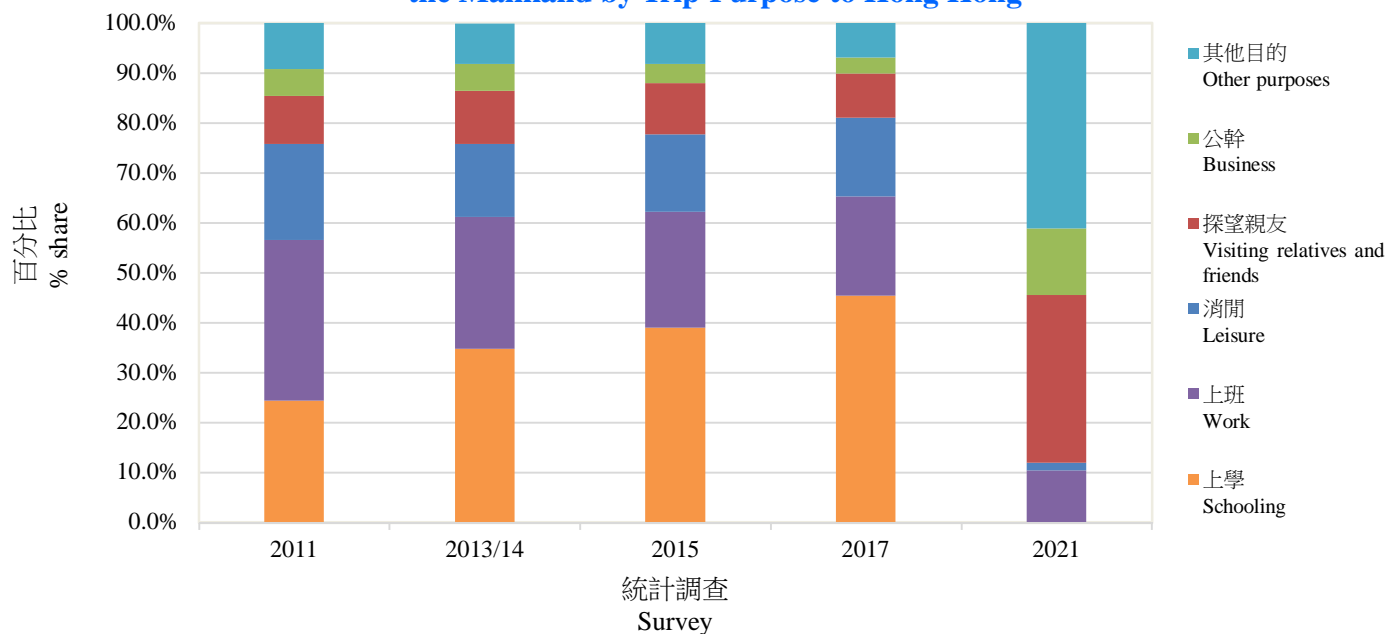
3.3.7 Trips Made by Hong Kong Residents Living in the Mainland

Trip purpose to Hong Kong

Of all trips made by these people, 33.6% were for visiting relatives and friends, 13.3% for business and 10.4% for work. It was worthwhile to note that in 2021, a relatively higher share (41.2%) were for other purposes. In previous rounds, the main reason for *Hong Kong Residents Living in the Mainland* travelling back to Hong Kong was for going to school (45.4% in 2017). (Table 3.9).

圖 3.3 : 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行程百分比

Chart 3.3 : Percentage Share of 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

很多**居於內地的香港居民**的行程是以深圳為起訖點（48.0%），其次是廣東省其他地方（20.0%）、東莞（10.6%）及廣州（10.3%）。（表 3.10）

Trip End in the Mainland

Many trips made by *Hong Kong Residents Living in the Mainland* were started in Shenzhen (48.0%), followed by other places in Guangdong Province (20.0%), Dongguan (10.6%) and Guangzhou (10.3%). (Table 3.10)

Passenger Trips between Hong Kong and the Mainland

3.3.8 來自內地的旅客的行程

往香港的行程目的

在這類人士的所有行程中，探望親友佔 44.4%，其他目的佔 26.4%，而公幹佔 12.6%。在過往的調查中，**來自內地的旅客**的主要目的為消閒（二零一七年的 67.4%）。（表 3.11）

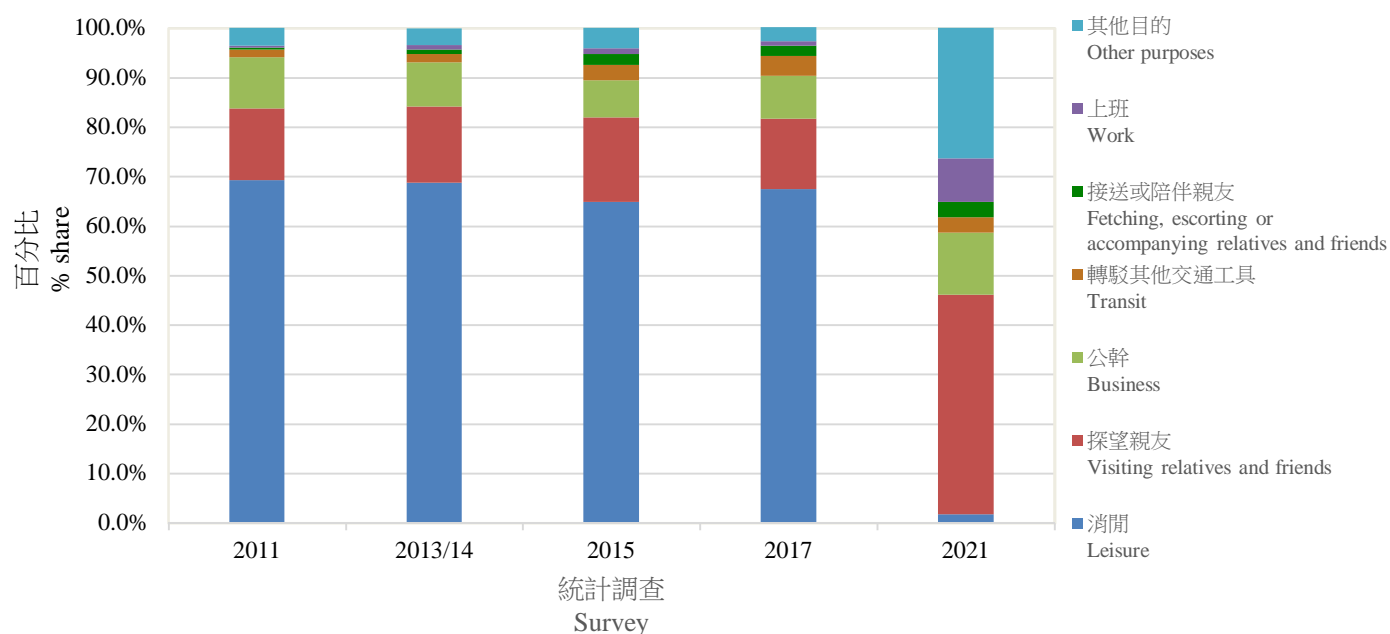
3.3.8 Trips Made by Visitors from the Mainland

Trip purpose to Hong Kong

Of all trips made by these people, 44.4% were for visiting relatives and friends, 26.4% for other purposes and 12.6% for business. In previous rounds, the main reason for **Visitors from the Mainland** was for leisure (67.4% in 2017). (Table 3.11)

圖 3.4：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行程百分比

Chart 3.4 : Percentage Share of Average Daily Passenger Trips between Hong Kong and the Mainland made by Visitors from the Mainland by Trip Purpose to Hong Kong



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，當中以深圳佔首位（44.1%），其次是廣州（10.2%）。（表 3.12）

Trip End in the Mainland

A vast majority of **Visitors from the Mainland** started their trips in the Pearl River Delta region, topped by Shenzhen (44.1%), followed by Guangzhou (10.2%). (Table 3.12)

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表 2.1 : 按車輛類型劃分的往來香港及內地的平均每日行車車次
 Table 2.1 : Average Daily Vehicle Trips between Hong Kong and the Mainland by Vehicle Type

車輛類型 Vehicle type	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		2021 ⁽¹⁾ 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	9 500	21.5	8 500	20.2	7 900	18.4	10 000	21.8	7 100	39.7
貨車（貨櫃車除外） Goods vehicle (other than container truck)	12 900	29.2	11 800	28.0	12 400	28.8	11 200	24.4	10 700	60.3
私家車 Private car	18 400	41.6	18 100	43.1	18 900	43.7	20 900	45.3	N.A.	N.A.
過境巴士 Coach	2 500	5.7	3 000	7.2	3 300	7.6	3 200	6.9	N.A.	N.A.
穿梭巴士 Shuttle bus	900	2.0	700	1.6	600	1.5	800	1.7	N.A.	N.A.
總計 Total	44 300	100.0	42 000	100.0	43 200	100.0	46 100	100.0	17 800	100.0

註釋：(1) 在二零一九冠狀病毒病疫情下，是次統計調查只可涵蓋貨車行程，並不包括任何其他車輛。

Note: (1) Under the Coronavirus Disease 2019 (COVID-19) pandemic situation, this Survey round can only cover goods vehicle trips, but not any other types of vehicles.

表 2.2 : 按週內每天及方向劃分的往來香港及內地的平均每日貨車車次
 Table 2.2 : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Day of Week and Direction

週內每天 Day of week	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		2021 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	11 600	12 300	10 500	10 900	10 500	11 200	11 600	11 700	9 600	9 800
星期二 Tuesday	12 800	12 900	11 700	11 800	12 300	11 900	12 600	12 600	10 000	10 100
星期三 Wednesday	12 900	12 900	12 100	12 000	11 400	12 300	12 700	12 500	9 900	10 100
星期四 Thursday	13 000	13 300	12 100	12 200	11 600	12 000	12 400	12 500	10 600	10 200
星期五 Friday	14 000	13 800	12 600	12 400	12 200	12 300	12 800	12 700	10 200	10 400
星期六 Saturday	10 500	9 700	8 900	8 500	9 600	8 400	9 300	8 900	7 900	7 700
星期日 Sunday	3 700	3 700	2 900	2 900	3 800	3 100	3 200	3 500	4 000	3 900
全星期 All Days	11 200	11 200	10 100	10 100	10 200	10 200	10 600	10 600	8 900	8 900

表 2.3 : 按貨車車輛類型劃分的往來香港及內地的平均每日貨車車次
 Table 2.3 : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Vehicle Type

車輛類型 Vehicle type	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		2021 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	9 500	42.4	8 500	41.9	7 900	39.0	10 000	47.2	7 100	39.7
貨車 (貨櫃車除外) Goods vehicle (other than container truck)	12 900	57.6	11 800	58.1	12 400	61.0	11 200	52.8	10 700	60.3
中、重型貨車 Heavy and medium goods vehicle	11 500	51.1	10 100	50.1	10 000	49.1	9 800	46.2	9 200	52.0
輕型貨車 Light goods vehicle	1 100	5.1	1 400	6.8	2 100	10.2	1 000	4.6	1 000	5.5
小型貨車 Goods van	300	1.4	200	1.2	300	1.7	400	2.0	500	2.8
總計 Total	22 400	100.0	20 200	100.0	20 400	100.0	21 300	100.0	17 800	100.0

表 2.4 : 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 2.4 : 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	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		2021 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	7 500		7 100		6 800		6 500		2 900	
其中: 沒有載貨 in which, unloaded	1 500	19.9	1 700	23.6	1 500	22.1	1 300	20.1	100	4.2
文錦渡 Man Kam To	2 200		1 900		2 100		2 200		1 100	
其中: 沒有載貨 in which, unloaded	400	17.9	400	19.3	300	16.9	400	20.0	100	8.9
沙頭角 Sha Tau Kok	400		300		300		400		300	
其中: 沒有載貨 in which, unloaded	200	50.0	100	41.6	100	42.8	200	50.6	100	28.8
深圳灣 Shenzhen Bay	1 100		700		1 000		1 600		3 500	
其中: 沒有載貨 in which, unloaded	800	72.4	500	61.2	500	48.8	700	47.7	1 400	39.4
香園圍 Heung Yuen Wai	N.A.		N.A.		N.A.		N.A.		800	
其中: 沒有載貨 in which, unloaded	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	300	39.4
港珠澳大橋 Hong Kong-Zhuhai- Macao Bridge	N.A.		N.A.		N.A.		N.A.		200	
其中: 沒有載貨 in which, unloaded	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	#	10.6
所有陸路管制站 All land-based control points	11 200		10 100		10 200		10 600		8 900	
其中: 沒有載貨 in which, unloaded	2 900	25.8	2 600	26.1	2 500	24.2	2 700	25.2	2 000	22.9

表 2.4 : 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 2.4 : 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	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		2021 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	6 600		6 300		6 300		6 100		2 100	
其中: 沒有載貨 in which, unloaded	3 000	46.2	3 100	49.5	3 400	54.5	3 400	55.5	200	8.6
文錦渡 Man Kam To	2 100		2 000		2 200		2 000		1 100	
其中: 沒有載貨 in which, unloaded	1 500	72.1	1 500	72.6	1 700	78.1	1 600	77.1	1 000	88.3
沙頭角 Sha Tau Kok	600		400		400		600		500	
其中: 沒有載貨 in which, unloaded	400	74.1	300	73.5	400	81.1	500	87.5	400	78.8
深圳灣 Shenzhen Bay	2 000		1 300		1 300		1 800		4 100	
其中: 沒有載貨 in which, unloaded	1 800	89.7	1 100	84.0	1 000	80.5	1 500	81.7	3 600	85.9
香園圍 Heung Yuen Wai	N.A.		N.A.		N.A.		N.A.		900	
其中: 沒有載貨 in which, unloaded	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	700	78.3
港珠澳大橋 Hong Kong-Zhuhai- Macao Bridge	N.A.		N.A.		N.A.		N.A.		200	
其中: 沒有載貨 in which, unloaded	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	200	71.8
所有陸路管制站 All land-based control points	11 200		10 100		10 200		10 600		8 900	
其中: 沒有載貨 in which, unloaded	6 800	60.2	6 000	59.7	6 500	63.8	7 000	66.1	5 900	66.8

表 2.4 : 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 2.4 : 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	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		2021 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	14 100		13 400		13 200		12 600		5 000	
其中: 沒有載貨 in which, unloaded	4 500	32.2	4 800	35.8	5 000	37.6	4 700	37.3	300	6.0
文錦渡 ⁽¹⁾ Man Kam To ⁽¹⁾	4 300		4 000		4 200		4 300		2 300	
其中: 沒有載貨 in which, unloaded	1 900	44.2	1 800	46.5	2 000	48.2	2 000	47.3	1 100	48.3
沙頭角 Sha Tau Kok	1 000		800		800		1 000		800	
其中: 沒有載貨 in which, unloaded	700	63.9	500	60.0	500	64.9	700	73.1	500	60.3
深圳灣 Shenzhen Bay	3 100		2 100		2 200		3 400		7 700	
其中: 沒有載貨 in which, unloaded	2 600	83.6	1 600	75.9	1 500	66.7	2 300	66.2	4 900	64.5
香園圍 ⁽²⁾ Heung Yuen Wai ⁽²⁾	N.A.		N.A.		N.A.		N.A.		1 700	
其中: 沒有載貨 in which, unloaded	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	1 000	59.7
港珠澳大橋 ⁽³⁾ Hong Kong-Zhuhai- Macao Bridge ⁽³⁾	N.A.		N.A.		N.A.		N.A.		400	
其中: 沒有載貨 in which, unloaded	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	200	41.8
所有陸路管制站 All land-based control points	22 400		20 200		20 400		21 300		17 800	
其中: 沒有載貨 in which, unloaded	9 600	43.0	8 700	42.9	9 000	44.0	9 700	45.6	8 000	44.9

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) 香園圍管制站於二零二零年八月二十六日開始提供貨物清關服務。

(3) 港珠澳大橋管制站於二零一八年十月二十四日開始服務。

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 Heung Yuen Wai Control Point commenced cargo clearance service on 26 August 2020.

(3) The Hong Kong-Zhuhai-Macao Bridge Control Point commenced service on 24 October 2018.

表 2.5 : 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 2.5 : 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	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		2021 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
新界西北 Northwest New Territories	5 500	24.5	5 700	28.2	5 900	29.2	5 400	25.4	6 200	35.1
荃灣及葵青 Tsuen Wan and Kwai Tsing	8 500	37.7	6 900	33.9	5 600	27.4	8 500	40.2	5 600	31.3
新界東北 Northeast New Territories	3 800	16.9	3 200	16.0	5 800	28.3	4 300	20.1	3 400	19.3
九龍 Kowloon	3 500	15.8	3 100	15.4	1 900	9.1	1 600	7.6	1 200	6.5
新界西南 Southwest New Territories	700	3.0	700	3.5	700	3.5	1 000	4.6	1 000	5.9
香港島 Hong Kong Island	300	1.5	500	2.4	400	2.0	300	1.6	200	1.1
新界東南 Southeast New Territories	100	0.6	100	0.6	100	0.4	100	0.5	100	0.8
不固定／未能分類 ／拒答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
總計 Total	22 400	100.0	20 200	100.0	20 400	100.0	21 300	100.0	17 800	100.0

表 2.6 : 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 2.6 : 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	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		2021 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	22 200	98.9	20 100	99.2	19 700	96.9	20 900	98.2	17 500	98.7
深圳 Shenzhen	15 100	67.3	13 800	68.3	12 600	61.7	12 900	60.6	12 700	71.6
東莞 Dongguan	4 900	21.7	4 100	20.3	4 700	23.0	5 200	24.7	2 800	15.7
惠州 (不包括龍門 縣) Huizhou (Excluding Longmen County)	600	2.7	500	2.5	800	3.9	600	2.7	800	4.5
廣州 Guangzhou	900	4.1	1 000	5.0	600	2.8	1 200	5.5	600	3.2
珠海 Zhuhai	100	0.5	100	0.2	300	1.3	300	1.3	300	1.5
江門 Jiangmen	100	0.6	200	0.8	100	0.6	100	0.6	200	0.9
中山 Zhongshan	100	0.6	100	0.7	600	3.1	300	1.5	100	0.6
佛山 Foshan	200	1.1	200	1.1	100	0.5	200	1.1	100	0.5
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	#	0.3
廣東省其他地方 Other places in Guangdong Province	200	1.0	100	0.6	200	1.2	300	1.6	200	1.2
內地其他地方 Other places in the Mainland	#	0.2	#	0.2	400	1.9	#	0.1	#	0.1
總計 Total	22 400	100.0	20 200	100.0	20 400	100.0	21 300	100.0	17 800	100.0

表 2.7 : 按司機的常居地及所用管制站劃分的往來香港及內地的平均每日貨車車次
 Table 2.7 : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Driver's Usual Place of Residence and Control Point Used

		2021 統計調查 Survey					
常用管制站 Control Point Used 常居地 Usual Place of Residence		落馬洲管制站 Lok Ma Chau Control Point		文錦渡管制站 Man Kam To Control Point		沙頭角管制站 Sha Tau Kok Control Point	
		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 Hong Kong		3 100	62.7	1 900	83.4	600	82.8
內地 The Mainland		1 900	37.3	400	16.6	100	17.2
總計 Total		5 000	100.0	2 300	100.0	800	100.0

		2021 統計調查 Survey							
常用管制站 Control Point Used 常居地 Usual Place of Residence		深圳灣管制站 Shenzhen Bay Control Point		香園圍管制站 Heung Yuen Wai Control Point		港珠澳大橋管制站 Hong Kong-Zhuhai-Macao Bridge Control Point		總計 Total	
		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 Hong Kong		5 700	73.8	1 100	68.9	400	85.0	12 800	72.1
內地 The Mainland		2 000	26.2	500	31.1	100	15.0	5 000	27.9
總計 Total		7 700	100.0	1 700	100.0	400	100.0	17 800	100.0

表 2.8 : 按貨品類型及所用管制站劃分的往來香港及內地的平均每日貨車車次
 Table 2.8 : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Type of Commodity Loaded and Control Point Used

		2021 統計調查 Survey							
貨品類型 Type of Commodity Loaded		所用管制站 Control Point Used		落馬洲管制站 Lok Ma Chau Control Point		文錦渡管制站 Man Kam To Control Point		沙頭角管制站 Sha Tau Kok Control Point	
		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		
機械及運輸設備 Machinery and transport equipment		2 800	60.7	200	16.9	100	34.7		
主要以材料分類的製成品 Manufactured goods classified chiefly by material		1 000	20.4	200	18.0	100	19.0		
雜項製成品 Miscellaneous manufactured articles		400	9.6	300	23.3	100	29.9		
食物及活動物 Food and live animals		100	1.9	400	35.7	#	1.0		
未列明在其他編號的化學品及有關產品 Chemicals and related products, n.e.s.		200	3.7	#	0.7	#	4.1		
除燃料外的非食用未加工材料 Non-consuming crude materials except fuels		100	3.2	100	6.3	#	10.8		
其他 Others		#	1.0	#	0.8	#	2.6		
不知道／拒答 Don't know / Refused		100	1.5	#	0.3	#	1.7		
總計 Total		4 700	100.0	1 200	100.0	300	100.0		

表 2.8 : 按貨品類型及所用管制站劃分的往來香港及內地的平均每日貨車車次 (續)
 Table 2.8 : Average Daily Goods Vehicle Trips between Hong Kong and the Mainland by Type of Commodity Loaded and Control Point Used (Continued)

		2021 統計調查 Survey							
所用管制站 Control Point Used 貨品類型 Type of Commodity Loaded		深圳灣管制站 Shenzhen Bay Control Point		香園圍管制站 Heung Yuen Wai Control Point		港珠澳大橋管制站 Hong Kong- Zhuhai-Macao Bridge Control Point		總計 Total	
		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
機械及運輸設備 Machinery and transport equipment		1 100	41.8	200	34.3	100	27.0	4 600	46.7
主要以材料分類的製成品 Manufactured goods classified chiefly by material		400	15.2	300	37.3	100	42.4	2 000	20.3
雜項製成品 Miscellaneous manufactured articles		500	19.6	100	14.7	#	7.9	1 500	14.9
食物及活動物 Food and live animals		100	5.1	#	3.0	#	14.4	700	7.2
未列明在其他編號的化學品及有關產品 Chemicals and related products, n.e.s.		200	7.5	#	6.5	#	3.2	500	4.6
除燃料外的非食用未加工材料 Non-consuming crude materials except fuels		100	5.2	#	2.0	#	4.6	400	4.3
其他 Others		#	1.1	#	0.7	#	0.5	100	1.0
不知道/拒答 Don't know / Refused		200	6.8	#	3.2	#	1.6	300	2.9
總計 Total		2 700	100.0	700	100.0	200	100.0	9 800	100.0

表 3.1 : 按起訖點劃分的平均每日跨界旅客人次
 Table 3.1 : Average Daily Cross-boundary Passenger Trips by Trip End

起訖點 Trip end	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		2021 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	562 400	91.2	604 900	91.9	648 800	92.5	666 700	92.6	2 000	95.0
往來香港及澳門 Between Hong Kong and Macao	54 100	8.8	53 200	8.1	52 800	7.5	53 300	7.4	100	5.0
總計 Total	616 500	100.0	658 100	100.0	701 600	100.0	720 000	100.0	2 100	100.0

表 3.2 : 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 3.2 : Average Daily Passenger Trips between Hong Kong and the Mainland by Day of Week and Direction

週內每天 Day of week	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		2021 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	268 600	271 500	289 700	302 300	305 200	304 500	315 100	307 400	1 000	900
星期二 Tuesday	251 100	254 000	274 300	275 200	303 100	300 100	301 300	295 400	1 200	900
星期三 Wednesday	252 800	248 500	281 300	274 000	301 600	298 000	303 100	293 700	1 100	1 000
星期四 Thursday	263 200	260 400	280 000	281 400	302 000	304 600	304 700	302 700	1 100	900
星期五 Friday	291 700	294 000	315 800	313 200	329 100	338 700	329 400	347 900	1 200	1 000
星期六 Saturday	311 600	358 200	331 900	366 800	351 600	405 700	375 600	428 500	1 000	900
星期日 Sunday	340 900	270 200	360 000	288 300	385 600	311 900	424 300	337 500	1 200	700
全星期 All Days	282 900	279 600	304 700	300 200	325 500	323 400	336 200	330 400	1 100	900

表 3.3 : 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 3.3 : Average Daily Passenger Trips between Hong Kong and the Mainland by Control Point Used

所用管制站 Control point used	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		2021 ⁽¹⁾ 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	254 400	45.2	235 400	38.9	222 200	34.3	229 400	34.4	N.A.	N.A.
落馬洲支線管制站 Lok Ma Chau Spur Line Control Point	98 900	17.6	136 200	22.5	180 600	27.8	156 900	23.5	N.A.	N.A.
高鐵西九龍管制站 ⁽²⁾ Express Rail Link West Kowloon Control Point ⁽²⁾	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
紅磡管制站 Hung Hom Control Point	11 300	2.0	11 800	1.9	10 400	1.6	10 500	1.6	N.A.	N.A.
落馬洲管制站 Lok Ma Chau Control Point	81 900	14.6	72 700	12.0	72 600	11.2	83 200	12.5	N.A.	N.A.
文錦渡管制站 ⁽³⁾ Man Kam To Control Point ⁽³⁾	600	0.1	8 500	1.4	11 600	1.8	13 200	2.0	N.A.	N.A.
沙頭角管制站 Sha Tau Kok Control Point	7 800	1.4	8 300	1.4	8 200	1.3	8 600	1.3	N.A.	N.A.
深圳灣管制站 Shenzhen Bay Control Point	68 500	12.2	92 500	15.3	103 400	15.9	117 700	17.7	1 800	90.2
港珠澳大橋管制站 ⁽⁴⁾ Hong Kong-Zhuhai- Macao Bridge Control Point ⁽⁴⁾	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	200	9.8
港澳客輪碼頭 Macau Ferry Terminal	5 200	0.9	5 700	0.9	5 500	0.8	8 400	1.3	N.A.	N.A.
中國客運碼頭 China Ferry Terminal	10 600	1.9	10 700	1.8	9 700	1.5	9 800	1.5	N.A.	N.A.
屯門客運碼頭 ⁽⁵⁾ Tuen Mun Ferry Terminal ⁽⁵⁾	#	#	N.A.	N.A.	N.A.	N.A.	100	#	N.A.	N.A.
香港國際機場 Hong Kong International Airport	23 100	4.1	23 200	3.8	24 500	3.8	28 600	4.3	N.A.	N.A.
總計 Total	562 400	100.0	604 900	100.0	648 800	100.0	666 700	100.0	2 000	100.0

註釋：(1) 陸路管制站方面，在統計調查期間只有兩個管制站提供跨界旅客清關服務。

(2) 高鐵西九龍管制站於二零一八年九月二十三日開始服務。

(3) 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。

(4) 港珠澳大橋管制站於二零一八年十月二十四日開始服務。

(5) 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。港澳飛翼船有限公司於二零一一年六月八日交還屯門客運碼頭予政府，跨境客運渡輪服務因此正式結束。

- Notes :
- (1) For land-based control point, cross-boundary passenger clearance service were only provided at two control points during the survey period.
 - (2) Express Rail Link West Kowloon Control Point commenced service on 23 September 2018.
 - (3) 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.
 - (4) Hong Kong-Zhuhai-Macao Bridge Control Point commenced service on 24 October 2018.
 - (5) The Tuen Mun Ferry Terminal (TMFT) started operation on 3 November 2006, with all services ceased on 1 July 2012. Routes resumed services gradually from 28 January 2016 onwards. The Hongkong Macao Hydrofoil Company Limited returned the TMFT to the Government with effect from 8 June 2021, the cross-boundary passenger ferry services ceased.

表 3.4 : 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 3.4 : Average Daily Passenger Trips between Hong Kong and the Mainland by Transport Mode

交通工具類型 Transport mode	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		2021 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
專營巴士/ 專線小巴/的士 Franchised bus/ Green minibus/Taxi	78 200	13.9	113 400	18.7	131 700	20.3	114 100	17.1	1 800	88.5
穿梭巴士 Shuttle bus	40 500	7.2	26 700	4.4	17 300	2.7	33 500	5.0	200	9.8
私家車 Private car	25 600	4.5	27 100	4.5	25 200	3.9	30 700	4.6	#	1.7
邊界列車 Boundary train	292 000	51.9	295 000	48.8	316 000	48.7	318 400	47.8	N.A.	N.A.
過境巴士 Coach	54 700	9.7	69 500	11.5	86 200	13.3	89 500	13.4	N.A.	N.A.
飛機 Air	23 100	4.1	23 200	3.8	24 500	3.8	28 600	4.3	N.A.	N.A.
渡輪 Ferry	15 800	2.8	16 400	2.7	15 200	2.3	18 300	2.8	N.A.	N.A.
直通車 Through train	11 300	2.0	11 800	1.9	10 400	1.6	10 500	1.6	N.A.	N.A.
其他 Others	21 200	3.8	21 700	3.6	22 100	3.4	22 900	3.4	N.A.	N.A.
總計 Total	562 400	100.0	604 900	100.0	648 800	100.0	666 700	100.0	2 000	100.0

表 3.5 : 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 3.5 : Average Daily Passenger Trips between Hong Kong and the Mainland by Passenger Type

旅客類型 Passenger type	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		2021 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	341 800	60.8	314 200	51.9	338 900	52.2	319 800	48.0	1 300	63.3
居於內地的香港居民 Hong Kong Residents Living in the Mainland	70 800	12.6	82 400	13.6	100 800	15.5	116 600	17.5	500	25.4
來自內地的旅客 Visitors from the Mainland	136 600	24.3	195 800	32.4	196 200	30.2	216 600	32.5	200	10.4
居於其他地方人士 People Living in Other Places	13 200	2.3	12 400	2.1	12 800	2.0	13 600	2.0	#	0.8
總計 Total	562 400	100.0	604 900	100.0	648 800	100.0	666 700	100.0	2 000	100.0

表 3.6 : 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 3.6 : Average Daily Passenger Trips between Hong Kong and 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		2021 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	11 900	2.1	16 100	2.7	19 500	3.0	30 100	4.5	#	0.1
15-24	23 700	4.2	28 500	4.7	33 600	5.2	34 600	5.2	100	5.1
25-34	73 400	13.1	70 200	11.6	83 500	12.9	78 600	11.8	300	12.9
35-44	74 700	13.3	73 700	12.2	77 600	12.0	74 200	11.1	200	12.1
45-54	69 200	12.3	72 900	12.0	70 400	10.9	58 300	8.7	200	11.3
55-64	44 700	7.9	49 300	8.2	44 300	6.8	48 400	7.3	200	9.3
65 歲或以上 65 and above	24 200	4.3	30 600	5.1	29 800	4.6	46 400	7.0	100	5.4
不固定 / 未能分類 / 拒答 Not fixed / Unclassified / Refused	#	#	#	#	#	#	#	#	#	#
男性總計 Male total	321 900	57.2	341 200	56.4	358 600	55.3	370 600	55.6	1 100	56.2
年齡中位數 Median age	41		42		40		40		42	
女性 Female										
0-14	9 500	1.7	12 800	2.1	15 600	2.4	25 600	3.8	#	0.1
15-24	26 100	4.6	34 600	5.7	42 300	6.5	43 500	6.5	100	5.4
25-34	72 600	12.9	77 700	12.8	91 500	14.1	79 800	12.0	200	12.2
35-44	58 200	10.3	60 100	9.9	64 400	9.9	64 800	9.7	200	9.5
45-54	41 800	7.4	44 100	7.3	42 600	6.6	38 800	5.8	200	10.2
55-64	22 500	4.0	24 900	4.1	23 400	3.6	27 100	4.1	100	4.5
65 歲或以上 65 and above	10 000	1.8	9 600	1.6	10 400	1.6	16 400	2.5	#	1.9
不固定 / 未能分類 / 拒答 Not fixed / Unclassified / Refused	#	#	#	#	#	#	#	#	#	#
女性總計 Female total	240 500	42.8	263 700	43.6	290 200	44.7	296 100	44.4	900	43.8
年齡中位數 Median age	36		35		34		34		39	
全部總計 Both sexes	562 400	100.0	604 900	100.0	648 800	100.0	666 700	100.0	2 000	100.0
年齡中位數 Median age	39		39		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)	1.3		1.3		1.2		1.3		1.3	

表 3.7 : 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 3.7 : 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	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		2021 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
探望親友 Visiting relatives and friends	76 100	22.3	85 000	27.1	103 100	30.4	92 200	28.8	700	55.4
公幹 Business	55 600	16.3	58 400	18.6	57 000	16.8	45 900	14.4	300	21.9
上班 Work	21 600	6.3	22 300	7.1	23 900	7.1	16 600	5.2	100	6.4
消閒 Leisure	167 600	49.0	131 900	42.0	137 700	40.6	146 200	45.7	#	3.4
其他目的 Other purposes	20 900	6.1	16 500	5.2	17 200	5.1	18 900	5.9	200	12.9
總計 Total	341 800	100.0	314 200	100.0	338 900	100.0	319 800	100.0	1 300	100.0

表 3.8 : 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 3.8 : 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	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		2021 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	322 400	94.3	296 100	94.2	312 300	92.2	293 400	91.8	1 000	78.6
深圳 Shenzhen	263 500	77.1	233 400	74.3	233 400	68.9	218 800	68.4	600	44.7
東莞 Dongguan	19 600	5.7	23 400	7.5	28 400	8.4	25 700	8.0	100	9.0
廣州 Guangzhou	19 300	5.7	18 200	5.8	21 500	6.3	19 900	6.2	100	7.9
惠州 (不包括龍門 縣) Huizhou (Excluding Longmen County)	3 000	0.9	3 900	1.2	6 500	1.9	5 900	1.9	100	4.5
江門 Jiangmen	2 500	0.7	3 200	1.0	4 300	1.3	4 300	1.4	100	4.1
珠海 Zhuhai	4 600	1.4	4 200	1.3	4 600	1.4	4 100	1.3	#	3.1
中山 Zhongshan	6 200	1.8	5 600	1.8	7 100	2.1	7 500	2.4	#	2.4
佛山 Foshan	3 100	0.9	3 800	1.2	5 700	1.7	6 400	2.0	#	2.4
肇慶 (端州區、鼎湖 區、四會市、高要 區) Zhaoqing (Duanzhou District, Dinghu District, Sihui City, Gaoyao District)	400	0.1	400	0.1	700	0.2	700	0.2	#	0.4
廣東省其他地方 Other places in Guangdong Province	4 600	1.3	4 000	1.3	9 400	2.8	8 900	2.8	100	9.2
上海 Shanghai	4 900	1.4	3 500	1.1	3 900	1.2	5 200	1.6	#	1.4
北京 Beijing	2 400	0.7	2 300	0.7	2 400	0.7	2 100	0.7	#	0.7
內地其他地方 Other places in the Mainland	7 500	2.2	8 200	2.6	10 900	3.2	10 200	3.2	100	10.1
總計 Total	341 800	100.0	314 200	100.0	338 900	100.0	319 800	100.0	1 300	100.0

表 3.9 : 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 3.9 : 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	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		2021 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
探望親友 Visiting relatives and friends	6 800	9.6	8 800	10.6	10 300	10.2	10 200	8.8	200	33.6
公幹 Business	3 700	5.3	4 500	5.4	3 900	3.9	3 900	3.3	100	13.3
上班 Work	22 800	32.2	21 700	26.3	23 400	23.2	23 100	19.8	100	10.4
消閒 Leisure	13 600	19.3	12 100	14.7	15 600	15.5	18 400	15.8	#	1.5
上學 Schooling	17 200	24.3	28 600	34.8	39 300	39.0	53 000	45.4	#	#
其他目的 Other purposes	6 600	9.4	6 700	8.1	8 300	8.2	8 100	7.0	200	41.2
總計 Total	70 800	100.0	82 400	100.0	100 800	100.0	116 600	100.0	500	100.0

表 3.10 : 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 3.10 : 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	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		2021 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	63 200	89.2	74 000	89.8	90 400	89.7	105 900	90.8	200	48.0
東莞 Dongguan	2 500	3.6	2 600	3.2	2 800	2.8	3 500	3.0	100	10.6
廣州 Guangzhou	2 000	2.8	1 700	2.0	2 300	2.2	3 000	2.6	100	10.3
廣東省其他地方 Other places in Guangdong Province	1 700	2.4	2 000	2.4	2 500	2.5	2 800	2.4	100	20.0
內地其他地方 Other places in the Mainland	1 400	2.0	2 200	2.6	2 700	2.7	1 500	1.3	100	11.1
總計 Total	70 800	100.0	82 400	100.0	100 800	100.0	116 600	100.0	500	100.0

表 3.11 : 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 3.11 : 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	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		2021 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
探望親友 Visiting relatives and friends	19 800	14.5	30 200	15.4	33 500	17.1	30 900	14.3	100	44.4
公幹 Business	14 200	10.4	17 700	9.0	15 000	7.6	18 800	8.7	#	12.6
上班 Work	500	0.4	2 000	1.0	2 100	1.1	1 900	0.9	#	8.8
轉駁其他交通工具 Transit	2 200	1.6	3 100	1.6	5 800	3.0	8 600	4.0	#	3.1
接送或陪伴親友 Fetching, escorting or accompanying relatives and friends	400	0.3	1 800	0.9	4 500	2.3	4 300	2.0	#	3.1
消閒 Leisure	94 600	69.2	134 600	68.7	127 100	64.8	145 900	67.4	#	1.7
其他目的 Other purposes	4 900	3.6	6 500	3.3	8 300	4.2	6 200	2.9	100	26.4
總計 Total	136 600	100.0	195 800	100.0	196 200	100.0	216 600	100.0	200	100.0

表 3.12 : 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 3.12 : 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	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		2021 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	112 500	82.3	167 400	85.5	167 800	85.5	181 000	83.5	200	73.1
深圳 Shenzhen	65 400	47.9	122 300	62.5	116 700	59.5	126 800	58.5	100	44.1
廣州 Guangzhou	20 700	15.2	19 200	9.8	23 900	12.2	22 300	10.3	#	10.2
東莞 Dongguan	8 500	6.2	10 500	5.4	10 100	5.1	13 100	6.0	#	4.6
珠海 Zhuhai	2 700	2.0	2 800	1.4	3 300	1.7	4 700	2.2	#	3.9
江門 Jiangmen	2 200	1.6	2 200	1.1	2 100	1.1	2 200	1.0	#	3.8
惠州(不包括龍門 縣) Huizhou (Excluding Longmen County)	2 300	1.7	1 800	0.9	2 000	1.0	2 300	1.0	#	2.6
佛山 Foshan	6 300	4.6	4 600	2.3	6 300	3.2	5 500	2.5	#	2.0
中山 Zhongshan	4 200	3.1	3 800	1.9	3 200	1.6	3 600	1.7	#	1.2
肇慶(端州區、鼎湖 區、四會市、高要 區) Zhaoqing (Duanzhou District, Dinghu District, Sihui City, Gaoyao District)	100	0.1	200	0.1	300	0.1	500	0.2	#	0.6
廣東省其他地方 Other places in Guangdong Province	3 000	2.2	3 800	1.9	2 300	1.2	4 300	2.0	#	7.7
上海 Shanghai	4 700	3.5	4 800	2.5	5 100	2.6	6 500	3.0	#	1.0
北京 Beijing	2 400	1.8	4 100	2.1	3 000	1.5	3 300	1.5	#	1.9
內地其他地方 Other places in the Mainland	14 000	10.2	15 700	8.0	18 100	9.2	21 600	10.0	#	16.3
不固定/未能分類/拒 答 Not fixed/Unclassified/ Refused	#	#	#	#	#	#	#	#	#	#
總計 Total	136 600	100.0	195 800	100.0	196 200	100.0	216 600	100.0	200	100.0

統計調查方法

Survey Methodology

統計調查的涵蓋範圍及樣本設計

二零二一年的統計調查分為兩部分進行，每部分的訪問期為四星期。

第一部分涵蓋於二零二一年八月二十二日至九月十八日，在相應的訪問期內通過以下六個陸路管制站所有往來香港及內地的跨界貨車（包括貨櫃車及其他貨車）行程：

訪問日期及相應的管制站

二零二一年八月二十二日至九月四日

- 落馬洲管制站
- 沙頭角管制站
- 香園圍管制站

二零二一年九月五日至九月十八日

- 文錦渡管制站
- 深圳灣管制站
- 港珠澳大橋管制站

第二部分涵蓋於二零二一年十一月十五日至十二月十二日，在深圳灣管制站和港珠澳大橋管制站所有往來香港及內地和往來香港及澳門的跨界旅客行程。

Survey Coverage and Sample Design

The 2021 Survey has been conducted in two parts, with field enumeration for each part lasting for around 4 weeks.

The first part covered all cross-boundary goods vehicle trips made by container trucks and other goods vehicles between Hong Kong and the Mainland in the corresponding fieldwork period during the period from 22 August to 18 September 2021 through the 6 land-based control points:

Fieldwork Period and Corresponding Control Points

22 August to 4 September 2021

- Lok Ma Chau Control Point
- Sha Tau Kok Control Point
- Heung Yuen Wai Control Point

5 September to 18 September 2021

- Man Kam To Control Point
- Shenzhen Bay Control Point
- Hong Kong-Zhuhai-Macao Bridge Control Point

The second part covered all cross-boundary passenger trips between Hong Kong and the Mainland and between Hong Kong and Macao during the period from 15 November to 12 December 2021 through the Shenzhen Bay Control Point and Hong Kong-Zhuhai-Macao Bridge Control Point.

香港管制站的位置圖 Location Map of Control Points in Hong Kong



在第一部分和第二部分分別為期四星期的調查期間，我們在上述的管制站，採用分層等距抽樣法，選出跨界貨車司機和旅客接受訪問。

所有跨界貨車行程首先以管制站、行程方向、日期、時段分層，然後使用等距抽樣法，有系統地按固定時間間距選出樣本。

與跨界貨車行程的相似，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，有系統地按固定旅客行程數目間距選出樣本。

總體的抽樣率約為所有跨界行程的 3.9% 在統計調查期間，我們成功訪問了 10 300 名貨車司機和 11 600 名旅客。

Stratified systematic sampling was adopted for selecting drivers of cross-boundary goods vehicles and passengers for interviews at the said control points during the four-week survey period for both Part I and Part II.

All cross-boundary goods vehicle trips were first stratified by control point, direction of trip, day of week, time of day. Systematic sampling was then applied for sample selection based on a fixed sampling time interval.

Similar to cross-boundary goods vehicle trips, 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 passenger trips.

The overall sampling fraction was around 3.9% of all cross-boundary trips. A total of about 10 300 goods vehicle drivers and 11 600 passengers were successfully interviewed.

統計調查問卷

問卷搜集的資料包括：

貨車行程

- 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. 所用管制站及原因
 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
 8. 轉用的管制站（就使用落馬洲管制站的車輛而言）
- 乙. 貨車車輛的特徵
9. 貨車車輛類型
 10. 是否載貨
 11. 載貨重量（就有載貨的車輛而言）
 12. 貨品類型（就有載貨的車輛而言）

旅客行程

- 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. 教育程度（最高完成程度）
 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. 所用管制站及原因
 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

Survey Questionnaire

Information collected in the questionnaire included:

Goods Vehicle Trips

- A. *Characteristics of Current Trip*
1. Direction (arrival or departure)
 2. Date and time of crossing the boundary
 3. Control point used and reason for selection
 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
 8. Alternative control point (only for vehicles through Lok Ma Chau control point)
- B. *Characteristics of Goods Vehicle*
9. Goods vehicle type
 10. Whether loaded or empty
 11. Weight of goods loaded (for loaded goods vehicles only)
 12. Type of commodity loaded (for loaded goods vehicles only)

Passenger Trips

- A. *Socio-economic Characteristics of Trip Makers*
1. Age
 2. Sex
 3. Resident status
 4. Economic activity status
 5. Industry
 6. Occupation
 7. Educational attainment (highest level completed)
 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 and reason for selection
 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. 在香港、內地或澳門的行程起點 | 16. Origin in Hong Kong or the Mainland or Macao |
| 17. 在香港、內地或澳門的行程終點 | 17. Destination in Hong Kong or the Mainland or Macao |
| 18. 主要行程目的 | 18. Main trip purpose |
| 19. 行程逗留時間 | 19. Trip duration |
| 20. 所使用的旅遊簽注（就來自內地的旅客而言） | 20. Endorsement type used (for Visitors from the Mainland only) |
| 21. 是否經澳門往返香港及內地 | 21. Whether visiting the Mainland/ returning to Hong Kong through Macao |
| 22. 離開是次行程終點後前往的地方 | 22. Next place after leaving the destination of the current trip |
| 23. 抵達是次行程起點前所到的地方 | 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 | 24. Transportation hub used to leave or arrive Guangdong Province |
| 25. 是次行程是否往返常居地（就居於香港人士而言） | 25. Whether the current trip is home-based (for People Living in Hong Kong only) |
| 26. 同行旅客人數（就不過夜旅客而言） | 26. No. of accompany passengers (for same-day visitors only) |
| 27. 將會前往或已經前往的香港地方及其目的（就不過夜旅客而言） | 27. Places visited or to be visited in Hong Kong and purpose to these places (for same-day visitors only) |
| 28. 於香港主要住宿類型（就旅客而言） | 28. Main type of accommodation (for visitors only) |

丙. 一般跨界模式

- | | |
|-----------------------------------|---|
| 29. 在二零一九冠狀病毒病疫情前和現時的跨界行程的通常頻密程度 | 29. Current usual frequency of cross-boundary travel and the frequency before Covid-19 pandemic |
| 30. 跨界行程的通常目的（就每三個月跨界一次或更頻繁的旅客而言） | 30. Usual purpose of cross-boundary travel (for trip makers who travel once every 3 months or more frequent only) |

搜集資料方法

本統計調查採用面談訪問方式搜集資料。外勤職員於每個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。

Data Collection Method

Face-to-face interview method was adopted to collect information in this Survey. At each 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、時段及貨車或旅客類型劃分出入境車輛架次或旅客人次的行政數據為基礎，以估算有關「行程」的特徵。

本報告所提供的調查結果是針對在跨界旅運統計調查的四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 goods vehicle and passenger flow by control point, direction, time group, goods vehicle type or passenger type.

The survey results presented in this report refer specifically to the cross-boundary trips and trip makers during the four-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

跨界貨車行程 是指一貨櫃車及其他類型貨車由本港前往內地或由內地前往香港的單向行程。

跨界旅客行程 是指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。跨界車輛的司機的行程並不列為跨界旅客行程。

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：

居於香港人士 是指在訪問時報稱香港為常居地的人士。

居於內地的香港居民 是指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。

來自內地的旅客 是指除香港居民外，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。

Cross-boundary Trip

A **cross-boundary goods vehicle trip** is a one-way movement of a vehicle made by container trucks and other types of goods vehicles between Hong Kong and the Mainland in either direction.

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 by drivers of cross-boundary vehicles are not taken as cross-boundary passenger trips.

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:

People living in Hong Kong refer to those people who reported “Hong Kong” as their usual place of residence during the enumeration.

Hong Kong residents living in the Mainland refer to Hong Kong Permanent and Non-Permanent Residents who reported “the Mainland” as their usual place of residence during the enumeration.

Visitors from the Mainland refer to those people who are usually living in the Mainland, except those who are Hong Kong Residents. This group comprises mainly Mainland Residents but also includes a small number of people whose places of origin are outside the Mainland and Hong Kong but who are usually living in the Mainland.

居於其他地方人士 是指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。

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)。

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及港珠澳大橋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)的專營巴士服務和往來港珠澳大橋香港管制站及珠海管制站和香港管制站及澳門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。

People living in other places refer to those people who are 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.

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.

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 and Hong Kong-Zhuhai-Macao Bridge 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 and the franchised bus service between Hong Kong Port and Zhuhai Port and between Hong Kong Port and Macao via Hong Kong-Zhuhai-Macao Bridge 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.

專營巴士、專線小巴及的士 是指往來深圳灣、落馬洲支線及港珠澳大橋管制站的專營巴士、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。

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。

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。

Franchised Bus, Green minibus and Taxi refers to the franchised bus, green minibus and taxi travelling to or from the Shenzhen Bay, Lok Ma Chau Spur Line and Hong Kong-Zhuhai-Macao Bridge 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.

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.

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.

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。

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。

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.

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)／漾日居 (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	1 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)
		2 小冷水 (Siu Lang Shui)／望后石 (Pillar Point)／香港內河碼頭 (River Trade Terminal)
	37	牛潭尾 (Ngau Tam Mei)／模範鄉 (Mo Fan Heung)／沙埔村 (Sha Po Tsuen)

地區 Area	交通小區編號 Traffic Zone No.	交通小區名稱 Traffic Zone Name
新界西北 (North West New Territories)	38	錦綉花園 (Fairview Park)／加州花園 (Palm Springs)／南生圍 (Nan Sang Wai)／米埔 (Mai Po)
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 羅湖 (Lo Wu)／文錦渡 (Man Kam To)
		5 打鼓嶺 (Ta Ku Ling)／坪輦 (Ping Che)／香園圍 (Heung Yuen Wai)
	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)
		3 港珠澳大橋香港口岸人工島 (HZMB Hong Kong Boundary Crossing Facilities)
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	福田區 (Futian District)	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	羅湖區 (Luohu District)	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	南山區 (Nanshan District)	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)
		9		前灣街道 (Qianwan Sub-district)
		10		高新街道 (Gaoxin Sub-district)
	44	1	鹽田區 (Yantian District)	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)

地區 Area	交通小區編號 Traffic Zone No.		交通小區名稱 Traffic Zone Name	
深圳* (Shenzhen*)	45	1	寶安區 (Bao'an District)	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)
		11		寶安前海區 ⁽¹⁾ (Bao'an - QianHai district) ⁽¹⁾
	47	1	光明區 (Guangming 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 (西) (Longgang District West)	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	龍崗區 (東) (Longgang District East)	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)

地區 Area	交通小區編號 Traffic Zone No.	交通小區名稱 Traffic Zone Name
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)		
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 Distirct)/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)
	1	港珠澳大橋澳門口岸 (Hong Kong-Zhuhai-Macao Bridge Macao Port)
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)

地區 Area	交通小區編號 Traffic Zone No.		交通小區名稱 Traffic Zone Name
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 (Liwang 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		湛江 (Zhanjiang)
茂名 (Maoming)	89		茂名 (Maoming)
陽江 (Yangjiang)	90		陽江 (Yangjiang)
雲浮 (Yunfu)	91		雲浮 (Yunfu)
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		清遠 (Qingyuan)
韶關 (Shaoguan)	94		韶關 (Shaoguan)
河源 (Heyuan)	95		河源 (Heyuan)
汕尾 (Shanwei)	96		汕尾 (Shanwei)
梅州 (Meizhou)	97		梅州 (Meizhou)
揭陽 (Jieyang)	98		揭陽 (Jieyang)
汕頭 (Shantou)	99		汕頭 (Shantou)
潮州 (Chaozhou)	100		潮州 (Chaozhou)

地區 Area	交通小區編號 Traffic Zone No.		交通小區名稱 Traffic Zone Name
福建省 (Fujian Province)	101		福建省 (Fujian Province)
江西省 (Jiangxi Province)	102		江西省 (Jiangxi Province)
湖南省 (Hunan Province)	103		湖南省 (Hunan Province)
廣西壯族自治區 (Guangxi Zhuangzu Zizhiqu)	104		廣西壯族自治區 (Guangxi Zhuangzu Zizhiqu)
海南省 (Hainan Province)	105		海南省 (Hainan Province)
河北省 ⁽²⁾ (Hebei Province) ⁽²⁾	109		河北省 (Hebei Province)
新疆維吾爾族自治區 (Xinjiang Uygur Zizhiqu)	119		新疆維吾爾族自治區 (Xinjiang Uygur Zizhiqu)
山東省 (Shandong Province)	130		山東省 (Shandong Province)
雲南省 (Yunnan Province)	140		雲南省 (Yunnan Province)
湖北省 (Hubei Province)	150		湖北省 (Hubei Province)
安徽省 (Anhui Province)	160		安徽省 (Anhui Province)
四川省 ⁽³⁾ (Sichuan Province) ⁽³⁾	170		四川省 (Sichuan Province)
浙江省 (Zhejiang Province)	180		浙江省 (Zhejiang Province)
江蘇省 ⁽⁴⁾ (Jiangsu Province) ⁽⁴⁾	190		江蘇省 (Jiangsu Province)
陝西省 (Shaanxi Province)	200		陝西省 (Shaanxi Province)
吉林省 (Jilin Province)	210		吉林省 (Jilin Province)
內蒙古自治區 (Nei Mongol Zizhiqu)	220		內蒙古自治區 (Nei Mongol Zizhiqu)
黑龍江省 (Heilongjiang Province)	231		黑龍江省 (Heilongjiang Province)
貴州省 (Guizhou Province)	240		貴州省 (Guizhou Province)
山西省 (Shanxi Province)	245		山西省 (Shanxi Province)
遼寧省 (Liaoning Province)	250		遼寧省 (Liaoning Province)
河南省 (Henan Province)	260		河南省 (Henan Province)
西藏自治區 (Xizang Zizhiqu)	690		西藏自治區 (Xizang Zizhiqu)
甘肅省 (Gansu Province)	700		甘肅省 (Gansu Province)

地區 Area	交通小區編號 Traffic Zone No.	交通小區名稱 Traffic Zone Name
寧夏回族自治區 (Ningxia Huizu Zizhiqu)	710	寧夏回族自治區 (Ningxia Huizu Zizhiqu)
青海省 (Qinghai Province)	720	青海省 (Qinghai Province)
直轄市-北京 (Zhixiashi-Beijing)	110	直轄市-北京 (Zhixiashi-Beijing)
直轄市-天津 (Zhixiashi-Tianjin)	111	直轄市-天津 (Zhixiashi-Tianjin)
直轄市-上海 (Zhixiashi-Shanghai)	120	直轄市-上海 (Zhixiashi-Shanghai)
直轄市-重慶 (Zhixiashi-Chongqing)	171	直轄市-重慶 (Zhixiashi-Chongqing)
深圳* (Shenzhen*)	310	深圳機場 (Shenzhen Airport)
廣州* (Guangzhou*)	320	廣州機場 (Guangzhou Airport)
珠海* (Zhuhai*)	330	珠海機場 (Zhuhai Airport)
澳門 (Macao)	340	澳門機場 (Macao Airport)

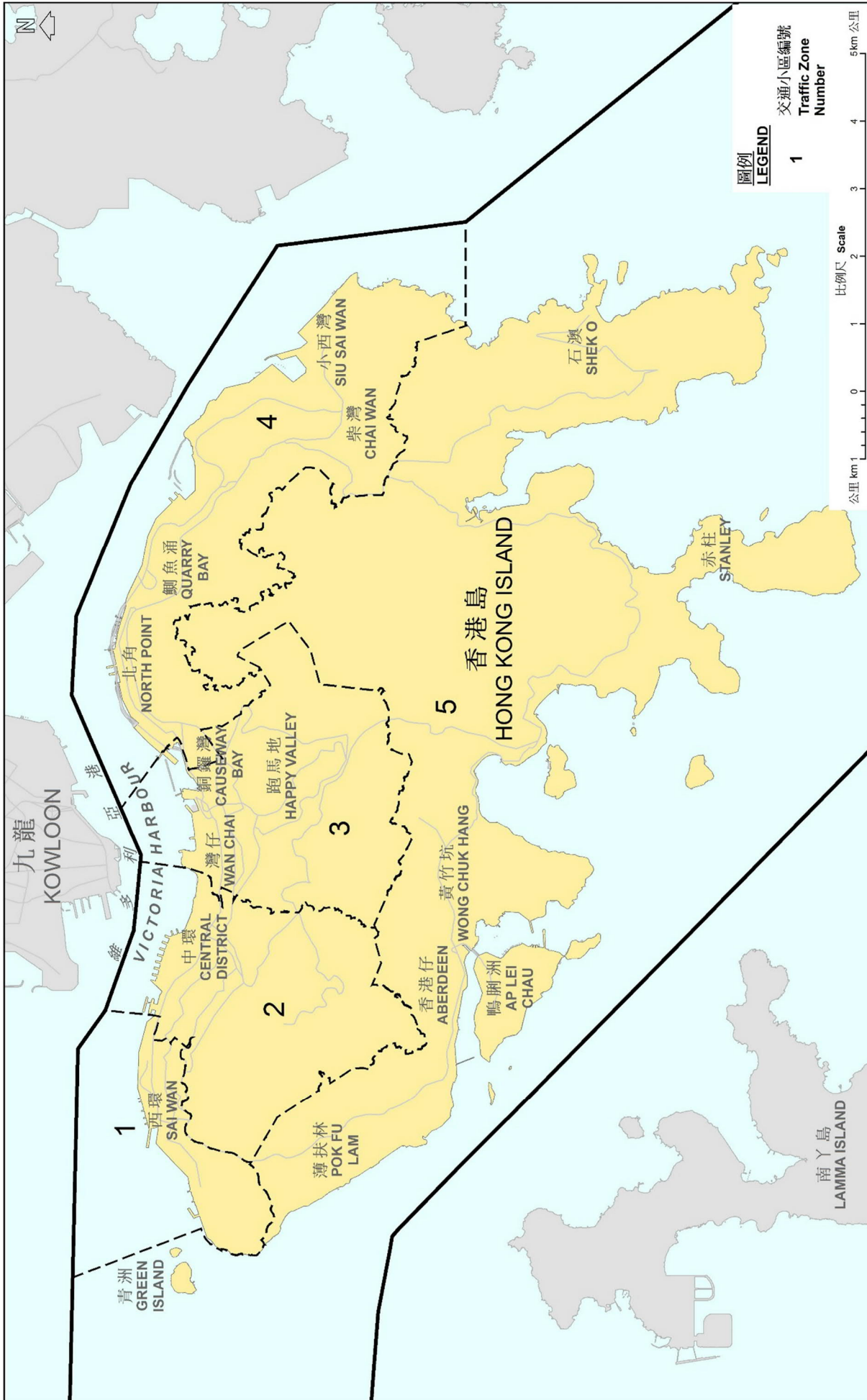
* 珠江三角洲所包括的地區 (Districts in Pearl River Delta Region)

- (1) 包括國際服務島／國際交流島／航運物流島 (Including International Services Island, International Exchange Island, Shipping Logistics Island)
- (2) 不包括北京及天津直轄市 (Excluding Beijing & Tianjin Zhixiashi)
- (3) 不包括重慶直轄市 (Excluding Chongqing Zhixiashi)
- (4) 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

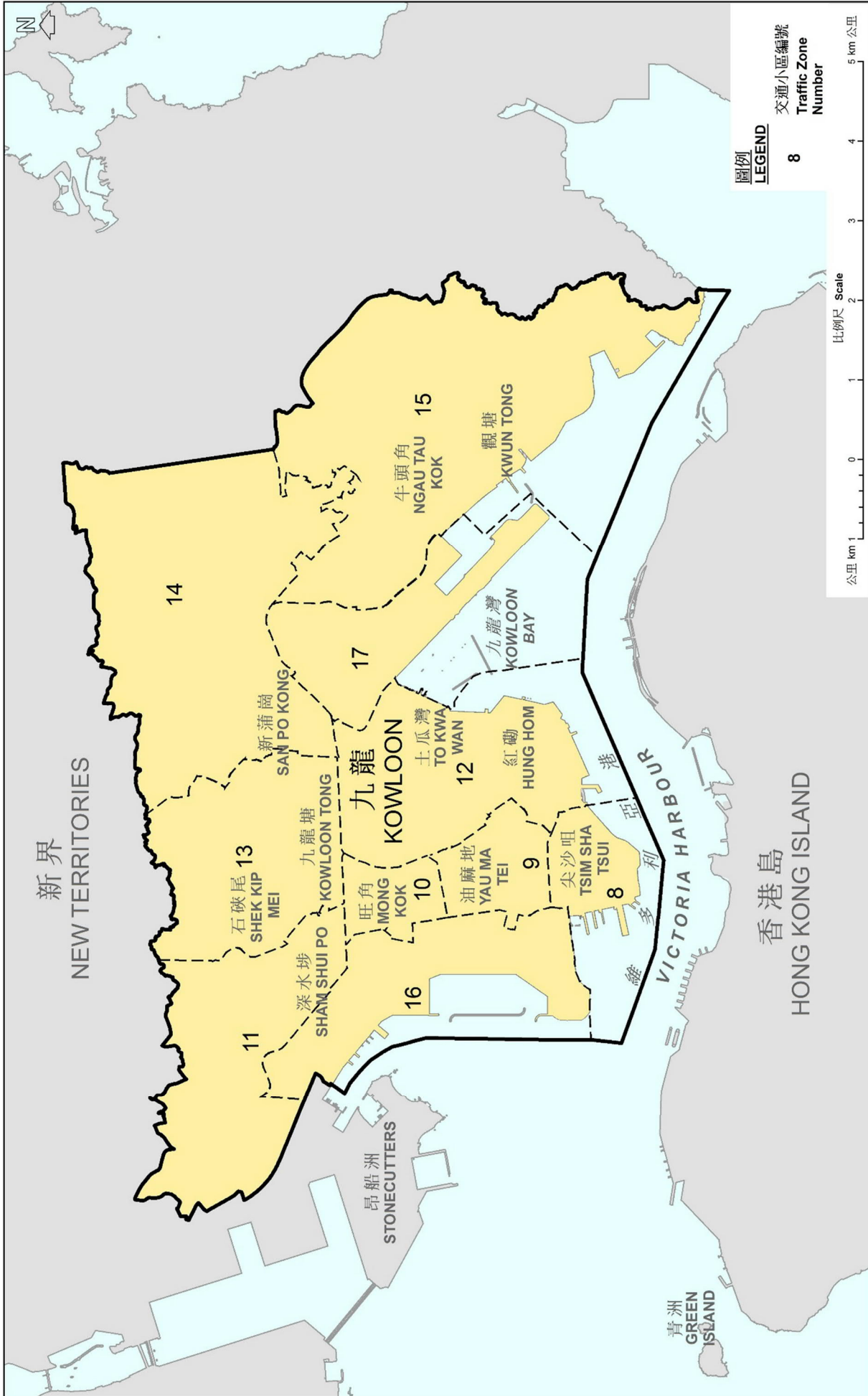


規劃署
 PLANNING DEPARTMENT

圖則編號 Plan No.: M/CID/22/106
 圖 PLAN

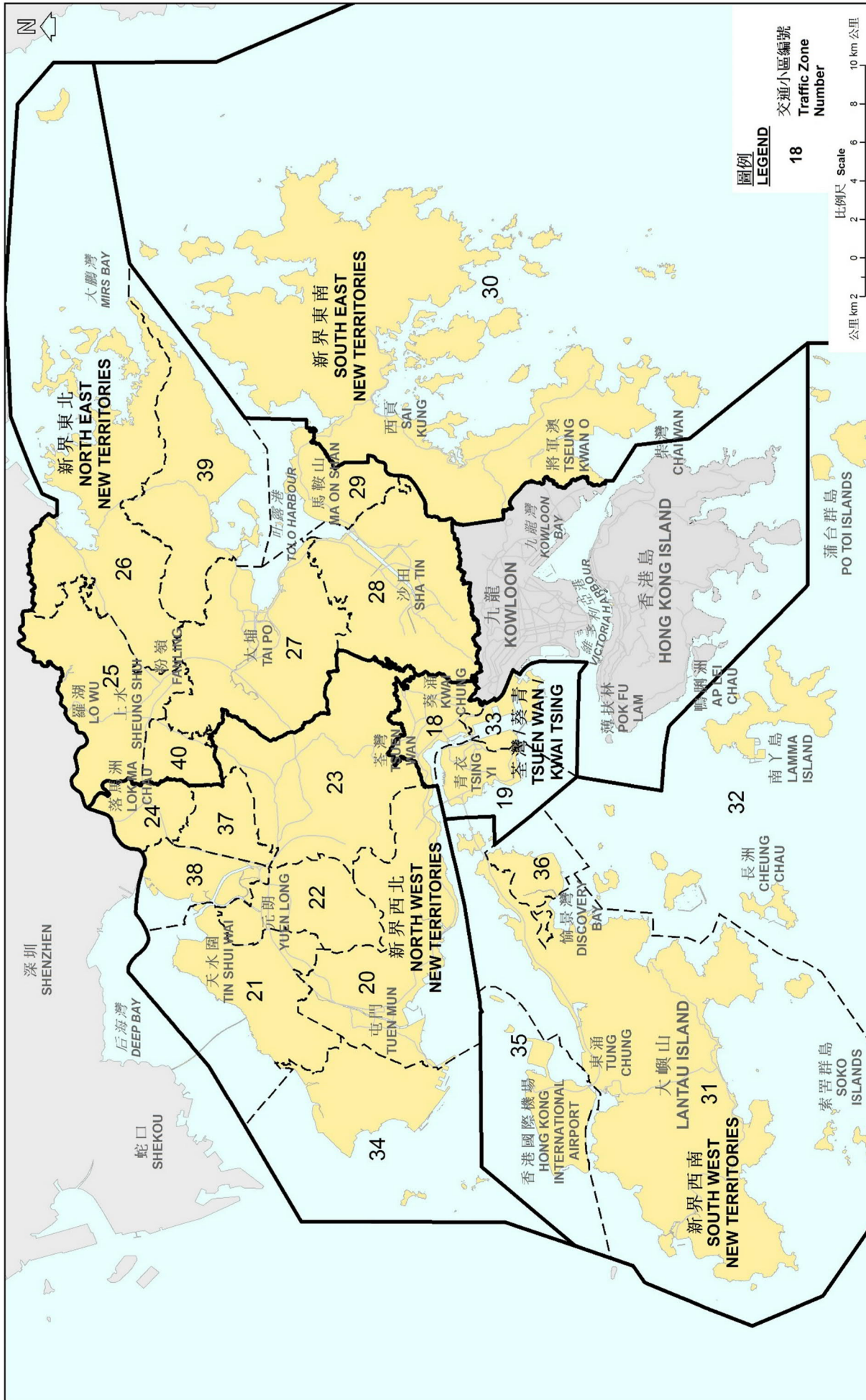
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二零二一年跨界旅運統計調查
 香港島
**CROSS - BOUNDARY TRAVEL SURVEY 2021
 HONG KONG ISLAND**



二零二一年跨界旅運統計調查
九龍
CROSS - BOUNDARY TRAVEL SURVEY 2021
KOWLOON

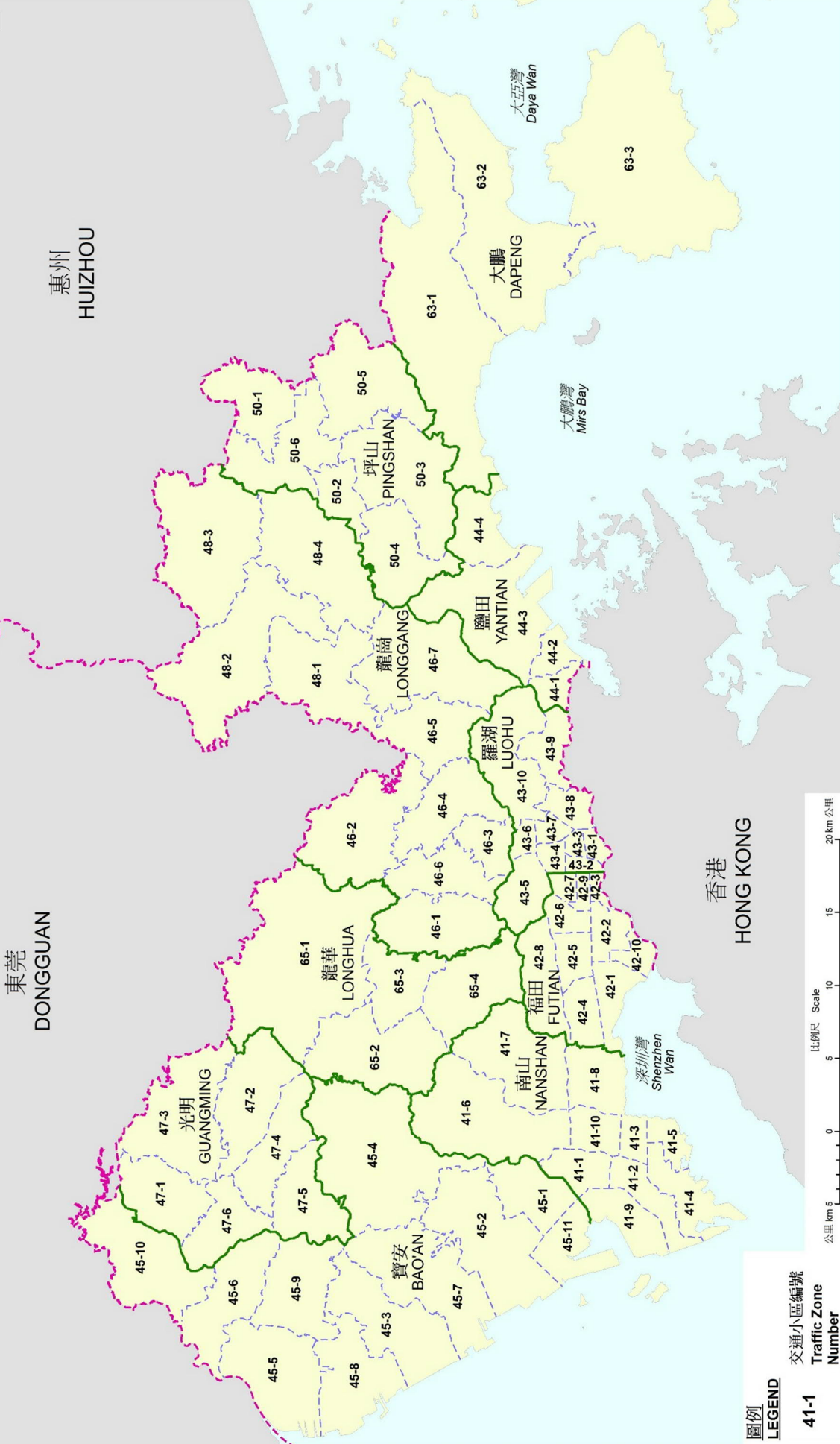
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二零二一年跨界旅運統計調查
新界

**CROSS - BOUNDARY TRAVEL SURVEY 2021
NEW TERRORIES**

 PLANNING DEPARTMENT	 PLAN
圖則編號 Plan No. : M/CID/22/108	日期 Date : 28/09/2022
1.3	

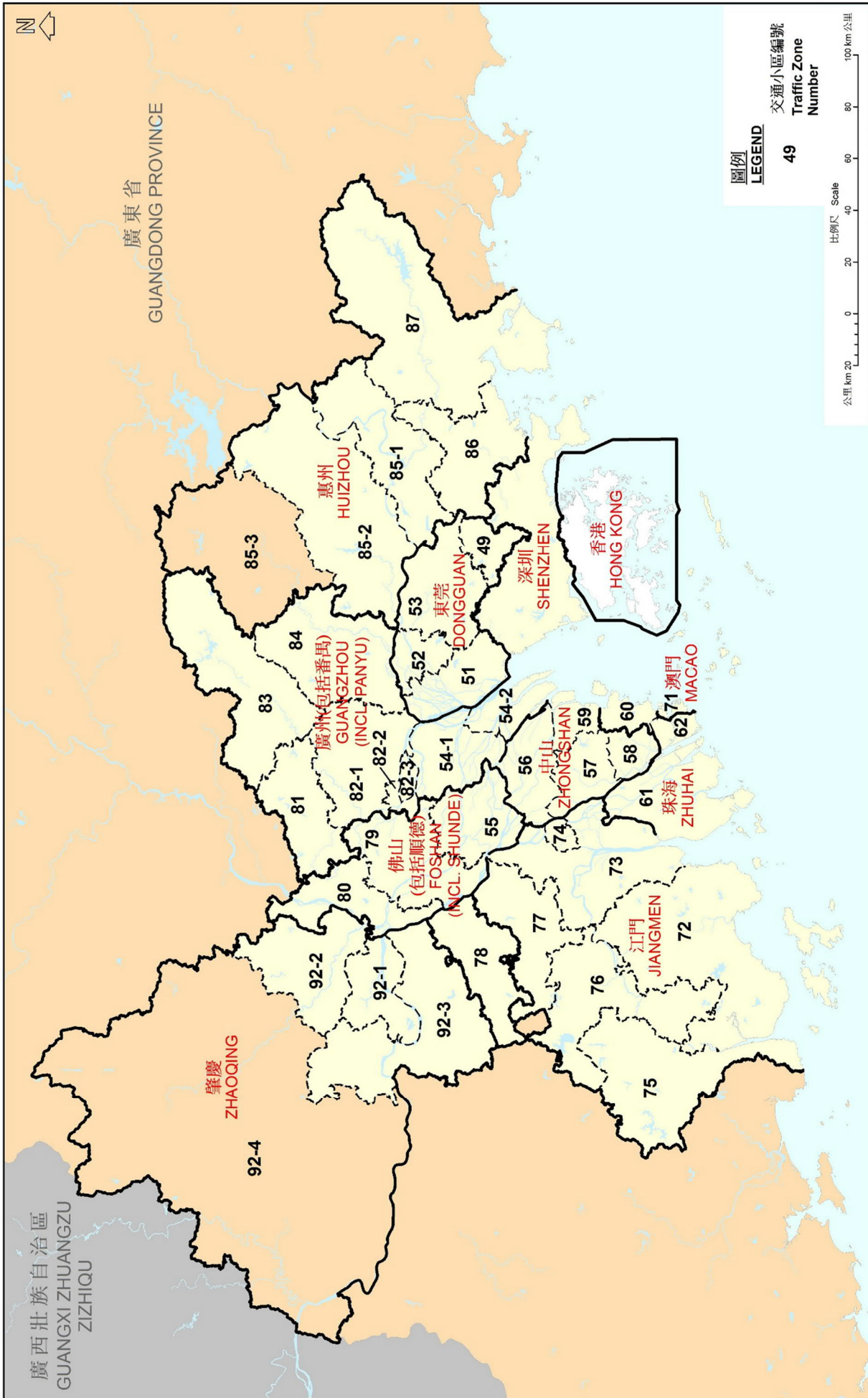


圖例
LEGEND
 交通小區編號
 Traffic Zone
 Number

41-1

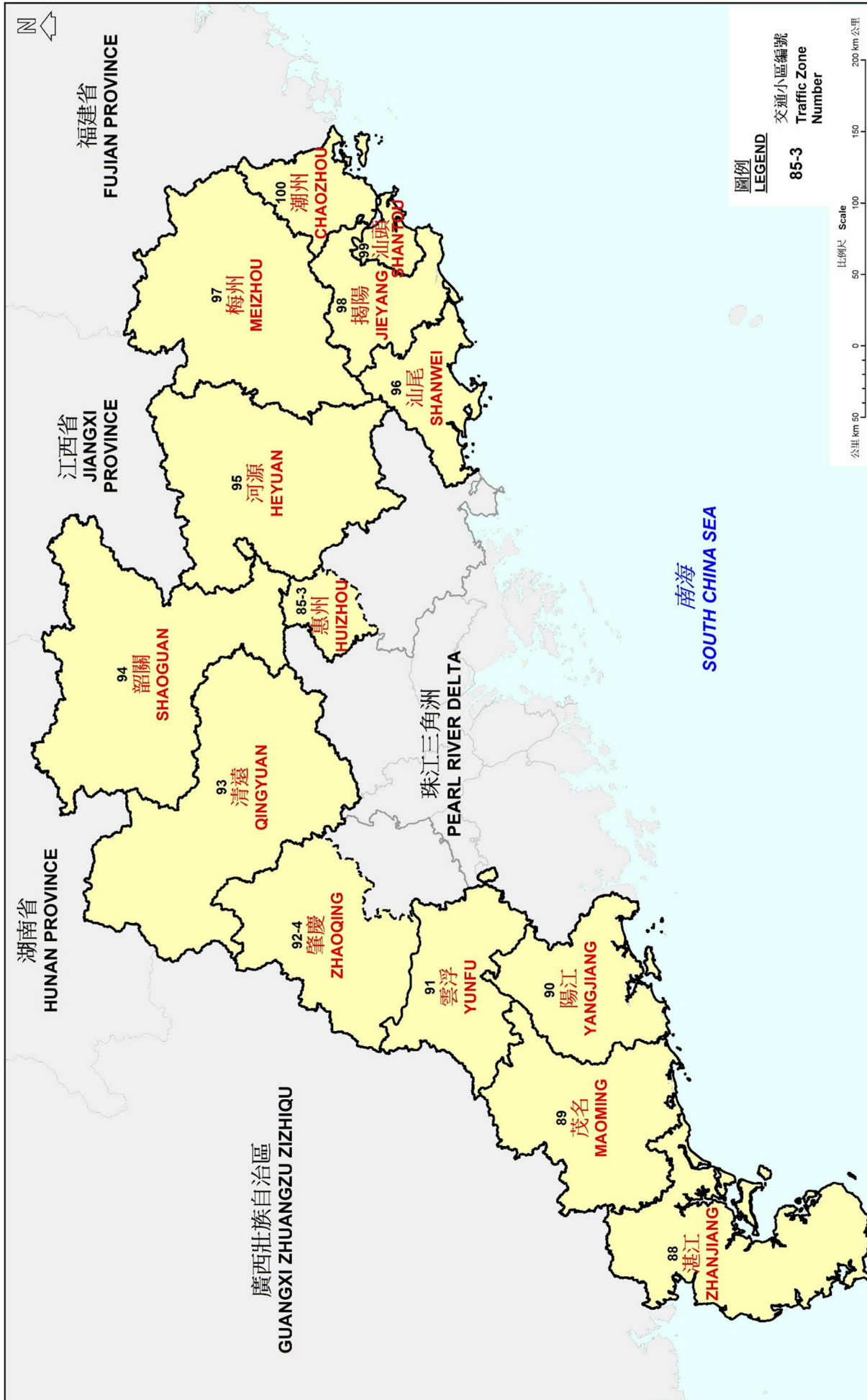
二零二一年跨界旅運統計調查
 深圳
**CROSS - BOUNDARY TRAVEL SURVEY 2021
 SHENZHEN**

規劃署
 PLANNING DEPARTMENT
 圖則編號 Plan No. : M/CID/22/109
 圖 PLAN
 日期 Date : 29/09/2022
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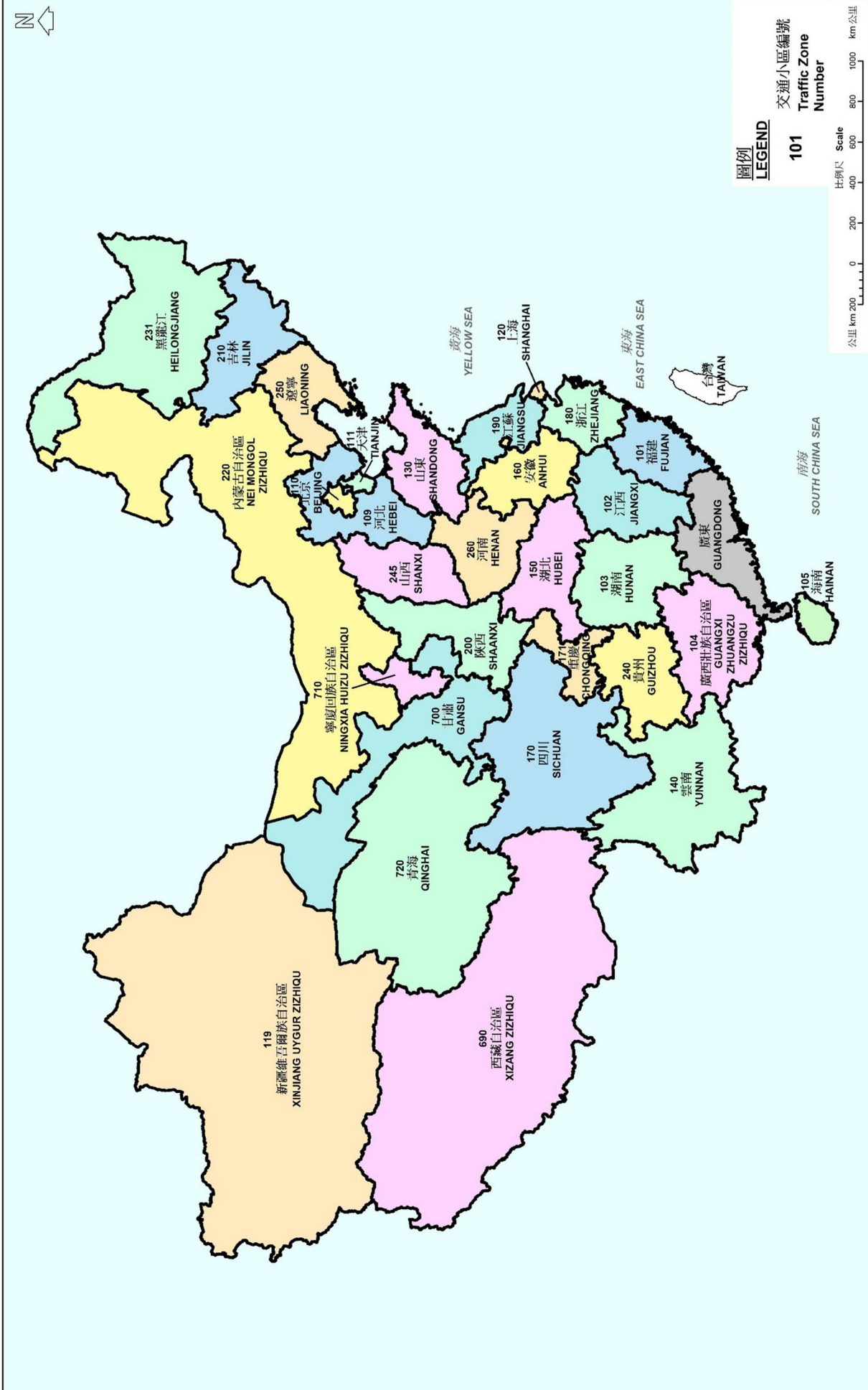


規劃署
 PLANNING DEPARTMENT
 圖則編號 Plan No.: M/CID/22/110
 日期 Date: 29/09/2022
 圖 PLAN
 1.5

二零二一年跨江旅運統計調查
 珠江三角洲
 CROSS - BOUNDARY TRAVEL SURVEY 2021
 PEARL RIVER DELTA



二零二一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 2021 GUANGDONG PROVINCE (EXCLUDE PEARL RIVER DELTA)		 規劃署 PLANNING DEPARTMENT
		圖則編號 Plan No. : M/CID/22/111 日期 Date : 29/09/2022
		圖 PLAN 1.6



規劃署
PLANNING DEPARTMENT
圖則編號 Plan No. : M/CID/22/112
日期 Date : 29/09/2022

二零二一年跨界旅運統計調查
內地
CROSS - BOUNDARY TRAVEL SURVEY 2021
THE MAINLAND

圖 PLAN
1.7